47a-1941

Camden, S. C. Chronicle
February 7, 1941

FIRST NEGRO AIR SQUADRON WILL BE AT SAVANNAH, GA.

Washington, Jan. 17—The 3rd aviation squadron, composed of approximately 250 negro selective service recruits, will be stationed at the army air corps, Savannah, Ga., field officials said today.

Because recruits under the selective service program are scheduled for only one year's training, the air corps said the members of this squadron probably would be trained only in ground duties such as repairs and maintenance of the post and the airplanes, and would receive no flying instruction.

Organization of the first negro squadron in the air corps, a pursuit squadron to be stationed eventually at Tuskegee, Ala., was announced yesterday by the War department. Both pilots and ground crews of this squadron will be negroes.

New York Age
New York, N. Y.

Jim Crow Air Corps Plan Of War Dept. Scored By N.A.A.C.P.

FEB 22 1941

Protesting the establishment of a jim crow air squadron at Tuskegee, the National Association for the Advancement of Colored People, in a letter to the War Department, made public characterized the set-up as an extension of the "undemocratic and un-American practice of segregation of the Negro", in the national defense program.

FEB 22 1941

The letter, which was sent to former Judge William H. Hastie, civilian aide to Secretary of War Stimson, was a criticism of the plan outlined by Under Sec'y of War Patterson, at a press conference in Washington Jan. 16, when the War Department official announced that a Negro pursuit squadron would be organized and that pilots would be trained for this squadron at Tuskegee Institute in Alabama.

According to the plan, Negro pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The pilots will be trained at Tuskegee, using a special field which will be constructed for them. The plan calls for training a group crew of some 400 men for several months at Chanute Field, Illinois, and then transferring them to Tuskegee. The squadron, according to Patterson will include thirty-three pilots and twenty-seven planes. The plan is scheduled to get under way this month.

Pointing out that the plan is "wholly unsatisfactory not only from the point of view of the Negro but as well that of national defense," the letter said in part: "As far as information available to us is concerned, there can be no such thing as properly training Negro aviators in a jim crow squadron because, on the basis of the War Department's past performances, there is no assurance whatever that members of this segregated squadron will take part in the necessary tactical training with larger units, a situation which must obtain if these men are to be fitted for actual combat flying."

Afro-American
Baltimore, Maryland

Urge Mixed U. S. Army Pilot Training Schools

Chicago Alderman Not Opposed to Base at Tuskegee, but Urges Equality in North for Cadets

WASHINGTON

Establishment of an air base at Tuskegee Institute for the training of colored pilots for duty with the army air corps should not be opposed, but a fight should be made for assignment of colored flying cadets for elementary training at the same civilian schools at which white flying cadets are being trained in States which have no dual school system.

This course of action was suggested to the Committee on Participation of Negroes in National Defense, Saturday, by Earl Dickerson, Chicago alderman.

Hits Drafting by Color

Mr. Dickerson criticised the fixing of quotas of colored men to be selected and trained under the Selective Service Act and the limitation of colored youths to one squadron in the Army Air Corps.

MAR 1 1941

He said colored men should be called for their year of training according to their registration numbers and every colored citizen eligible to become a flying cadet, who makes application, should be accepted as long as the air corps is in need of pilots.

He said he did not believe the Federal Government should set a pattern of racial segregation in those States where no such pattern exists.

MAR 1 1941

Points to Discrimination

When white flying cadets successfully complete their primary training at one of the twenty-eight civilian schools having contracts with the War Department, they are sent to one of three air corps training centers for basic and advanced training.

Colored flying cadets will receive their primary, basic and advanced training at Tuskegee Institute when that field is built. The number of colored pilots who will be commissioned second lieutenants upon completion of their training will be limited to thirty-three.

The ground crew will consist of 400 men, who will receive their primary instruction at Chanute Field, Rantoul, Ill. The squadron will have twenty-seven planes. A white officer will be in command.

New York Age
New York, N. Y.

LETTERS TO THE EDITOR

Negro In The Air Corps

MAR 1 1941

Editor The New York Age:

After several years of controversy the question of the Negro in the Air Corps has been dealt with. The result has been more or less of a compromise between the damands of the Negro as an American and the past policies of the Army and Navy. This has taken the form of a bill providing for the formation of a separate squadron manned entirely by Negro pilot-officers and maintenance men. The drawback is that the squadron will not be formed until the necessary personnel has been trained. However, in the light of methods used in handling the training program, it will be some time before the required quota has been filled. This is undoubtedly the result of the lack of publicity given the new bill and the accompanying training program, or the hesitancy on the part of eligible Negroes to apply for consideration in the formation of the new unit.

The great number of Negroes who can meet the requirements and whose names are on file at the draft boards yet have not been called is ample evidence that the army is not doing all in its power to go through with the formation of the squadron.

Although there have been few instances when definite encouragement has been offered, the bill still stands as a step toward equality in the Armed Forces. It is therefore up to the Negroes who feel themselves qualified to band together to meet the government more than halfway to present an irrefutable argument for the completion of the plans already started.

With this aim in mind the Negro Aeronautic Forum was recently formed under direction of Warren R. Cochrane of the Y.M.C.A. who has long been a pioneer in the field of labor equality for Negroes as well as military equality. The program of the group is to make the eligible Negro aware of the possibility of taking advantage of the new program which consists of training pilots and aircraft mechanics and to help him increase his value by educating himself in the courses required. This will take the form of an extensive publicity campaign and organizing period to inform all those who have an interest in aviation of the opportunities which are now presenting themselves.

MAR 1 1941

At present the headquarters of the N.A.F. are located at the Harlem Y.M.C.A where meetings are held weekly The members are composed of aircraft mechanics, private pilots, and former C.A.A. students. The officers are: executive chairman, Douglas C. Watson, and secretary, Lloyd Gregory.

The Negro Aeronautic Forum makes an appeal to all Negro youth with a genuine interest in aviation or its allied subjects to attend a meeting of the group and see the benefits that may be derived in the way of personal ad-

DOUGLAS C. WATSON.
New York City.

Journal and Guide
Norfolk, Virginia

Army Air Corps Opens Doors To Youth of Race

RICHMOND, Va.—Openings for appointment of qualified Negro youths as flying cadets in the United States Army Air Corps, was announced here last week by Colonel Leland W. Skaggs, officer in charge of U. S. Army recruiting in Virginia.

Colonel Skaggs' announcement on Saturday followed receipt of orders from Major General Walter S. Grant, commanding officer of the Third Corps Area in Baltimore, who instructed that "applications from Negro applicants for appointment as flying cadets will be accepted and handled in the same manner as prescribed for white applicants."

The requirements for Negro applicants will be identical with those prescribed for white applicants, Colonel Skaggs said in making the announcement.

REQUIREMENTS FOR CADETS

In general, these requirements provide that, the applicant be unmarried, between the ages of 20 and 26, with two years of training in a standard college or university, or its equivalent. A flying cadet receives a salary of $75 per month while in training, and is eligible for appointment to the rank of second lieutenant upon completion of training. MAR 15 1941

The latest announcement by Army officials is in line with a previously stated policy of integrating colored men into all branches of the nation's armed forces. The War Department announced late in January that an all-colored Army Air Corps pursuit squadron, composed of 33 pilots, 27 planes and a ground crew of 400 enlisted men (the normal strength of a pursuit squadron) was being formed, to be trained at Tuskegee Institute.

At the same time Tuskegee officials announced that the institution had been granted a total of $1,091,000 for an airfield to be used for that purpose, and that official notification that the first race air pursuit squadron in the history of the Army Air Corps was in process of formation, had been received from Under Secretary of War Patterson.

The enlisted personnel for the ground crew, it was announced, would be given initial training at Chanute Field, the Air Corps technical school at Rantoul, Illinois. Upon completion of their training at Chanute Field, the ground crew personnel are to be transferred to Tuskegee for further training, it was stated. MAR 15 1941

It was also announced that prospective pilots for the new air corps unit would be selected from among colored youths who had completed their secondary training under the Civilian Aeronautics Authority program, and that all Negro officers would eventually be used to command the new pursuit squadron.

William H. Hastie, civilian aide to Secretary of War Henry L. Stimson, revealed early in December, 1940 in Washington that 13 regiments and nine Army Air Corps squadrons would be added to the colored branches of the nation's armed forces in 1941.

However, the personnel will be neither pilots nor technicians, he said. No specific plans for training Negro flying cadets were announced at that time.

Augusta, Ga. Herald
July 28, 1941

LET CONTRACT FOR THREE BUILDINGS AT THE AIR BASE

A contract for construction of three additional buildings at the Augusta Air Base has been awarded by the war department, it was announced Monday by Lieutenant S. W. Neilson of the Corps of Engineers.

Henry I. Flynn of Montgomery will build a regimental chapel, officers' mess and extra storehouse at a cost of $28,485.

He said also the war department has approved a contract for construction of a gasoline fueling system by Ivy H. Smith Co., of Jacksonville at a cost of $102,455.

Captain P. E. Gieselmann, who has been in charge of construction several months, has been transferred to Tuskegee, Ala., where he'll build the first air corps school for negro officers.

Chicago Tribune
Chicago, Illinois

NEGROES IN THE AIR FORCE.

The army air corps has taken at least the first step in democratizing the service by calling for volunteers for its first Negro unit. This initial squadron will be composed only of 33 pilots and a ground crew of 276, but that is a beginning.

As in the rest of the air corps, the flyers must have two years of college training and the ground personnel at least a high school education. The army is bringing in college Negroes but it is passing up the Joe Louises, who might be even better airmen. MAR 27 1941

The finest flying appears to depend more on physical condition and fast responses than on academic aptitudes. Eddie Rickenbacker never got to college, but he was America's ace of aces in the world war. As to ground crews, the best garage mechanics are often men of little or no schooling. MAR 27 1941

Those considerations apply with still greater force to Negroes than to others, for their educational opportunities are more restricted. The concentration of colored winners in the sprints and jumps in any track meet demonstrates their quick reflexes and sound condition. Many of the best mechanics are young Negroes like Joe Louis who came to the great factories of the north from the cotton fields with hardly any education.

ing cadets and to form a home base for the 99th Pursuit Squadron, first negro unit of its kind in the United States.

Senator Lister Hill Saturday wired The Advertiser, from Washington, that the War Department had reserved $1,813,402 for construction there of facilities for a basic-advanced training school and the pursuit squadron.

It was reported that the airdrome would be one-mile square and equipped with barracks, hangars and other buildings similar to those at Gunter and Maxwell Fields.

Announcement was made some time ago that training of war pilots would get underway within a few months at Tuskegee. The project announced Saturday by Senator Hill is said to be the same. Fort Davis is 14 miles south of Tuskegee Institute.

The Fort Davis flying school is the fourth to be added to the Southeast Air Corps Training Center within the last six weeks. The others are at Albany and Macon, Ga., and at Grimes, Ala., near Dothan.

Negro Labor News
Houston, Texas

Tuskegee Is Site Of First Colored Primary Air Corps

APR 19 1941

ATLANTA, Ga.— (ANP).— Army officials at Fourth Corps area headquarters announced last week that Tuskegee has been selected as the site of the first all-colored primary air corps training school. This unit is not to be confused with the air unit, the 99th Pursuit Squadron, which will probably be activated in the fall.

Black Dispatch
Oklahoma City, Okla

Chicago Tribune Urges Non-College Negroes For United States Air Force

APR 5 - 1941

Says Educational Opportunities For Negroes Are Limited and Many Intelligent Ones Never Reach College

Thinks Schooling Not Necessary

CHICAGO.—(ANP)—Because the educational opportunities for Negroes are comparatively restricted and there are many capable young men who never attended college, th Chicago Tribune editorially last week urged the army air corps to change its requirements for entrance.

After pointing out the air ocrps has "taken at least the first step in democratizing the service by calling for volunteers for its first Negro unit", The Tribune, which for some time has fought for Negroes in the air force, said;

"As in the rest of the air corps, the flyers must have two years of college training and the ground personnel at least a high school education. The army is bringing in college Negroes but it is passing up the Joe Louises, who might be even better airmen.

"The finest flying appears to depend more on physical condition and fast responses than on academic aptitudes. Eddie Rickenbacker never got to college, but he was America's ace of aces in the world war. As to ground crews the best garage mechanics are often men of little or no schooling. APR 5 - 1941

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Montgomery, Ala., Advertiser
April 20, 1941

Fort Davis Gets Negro Air School

Army To Build Airdrome Costing $1,813,402

A full-fledged airdrome, costing $1,813,402, is to be established at Fort Davis, seven miles north of Union Springs, for the training of negro flying cadets and to form a home base for the 99th Pursuit Squadron, first negro unit of its kind in the United States.

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Daily World
Atlanta, Georgia

99th Pursuit Squad Busy With Activity

AUG 28 1941

TUSKEGEE—(ANP)—Eight new cadets reported at Tuskegee institute Saturday to take the processing course to fit them for entry into the 99th army air corps pursuit squadron. The 12 initial cadets completed five week's processing Saturday and are to make their first flights on Tuskegee field Monday.

Capt. Rainey, Boston, reported for duty in the quartermaster division of the 99th. The personnel of the 99th will be a complete unit in itself with every phase of the work, business, health, and military self-contained.

In the elementary flying program for the army air corps training detachment, Capt. Noel S. Parrish is army supervisor; Capt. Benjamin O. Davis, infantry; G. L. Washington, civilian director; Charles Anderson, flight instructor; and Elliott Grey, chief mechanic.

47a-1941

afro-American
Baltimore, Maryland

Tough Courses Mastered by 99th Squadron

By STAFF CORRESPONDENT

CHANUTE FIELD, Ill.—Highly specialized and technical training, ranging from clerical work to weather observation, is provided the men of the Ninety-ninth Squadron in training here.

Five men are training to be weather observers and their course is one of the toughest here. Six are learning to be teletype operators and thirty are taking the radio course.

Following are the various courses offered, their enrollment and their subject matter:

Air mechanics — 157 men. Trains men to repair, inspect and maintain planes and hangar equipment. This is the largest class of all.

Clerical and supply—Forty-five men. Trains men in administration, and acquaints them with various forms dealing with maintenance, inspection and replacement; also air corps catalogues, stock lists, clothing, bedding and tools.

OCT 25 1941

30 Study Radio

Radio—Thirty men. Trains enlisted men in operation and maintenance of various transmitters, radio beacons and high frequency devices.

Teletype—Four men. Has to do with reports on weather and other flying data that comes over teletype machines.

Weather observers—Five men. Trains men to study elements, check air speeds, receive and transmit such data to flyers and other air fields. One of the tougher courses and men who take this one usually take teletype.

OCT 25 1941

Aviation cadets—Six men. (Attached) There have been here since June 2. They have been in school learning military history, military policy and similar subjects to prepare them to be ground officers.

Parachute riggers—Three men. Training here is with parachutes: testing them with weights, inspecting them and learning maintenance of these important aids to flying.

Learn to Repair Planes

Machinists—Two men. The making of actual and necessary repairs on planes and the various replacement parts is taught in this important branch of training.

Metal workers (two men) and welders (two men). Knowledge of various metals, heats and blending of repair parts is taught in these two allied subjects. Much of their work is advanced as compared to that of ordinary welders and metal workers.

Link trainers—Two men. Hardest and most difficult course taught. Men are especially selected, as they will be instructors of pilots receiving instrument flying training in the link trainer. Men have to know meteorology, naviagtion and the various aids to navigation.

afro-American
Baltimore, Maryland

179 Men in Air Base Detachment of 99th

The following are the number of members of the Air Base Detachment who are graduates of various classes of the Air Corps Technical School as of October 11, 1941.

AIR MECHANICS	25
ARMAMENTS	6
CLERKS	39
TELETYPE	4
PARACHUTE RIGGERS	2
LINK TRAINERS	2
WELDERS	2
METAL WORKERS	1
Total	81

The following are the number of students in various classes who have not yet graduated and the date of graduation.

OCT 25 1

AIR MECHANICS		
October 25	2	
November 8	1	
Total		3
RADIO		
October 17		23
TELETYPE		
November 1		1
MACHINIST		
November 1	1	
Date unknown	1	
Total		2
METAL WORKERS		
October 25		1
Total		30

Sixty additional men are non-students and eight dropped out.

Daily World
Atlanta, Georgia

Negro Pilots Plan First Conference

OCT 28 1941

HAMPTON INSTITUTE, Va.—(SNS)—The first Civilian Pilot Training Conference for Negro colleges will be held at Hampton Institute on Saturday, November 8, according to an announcement today by President Malcolm S. MacLean of Hampton Institute.

Coordinators of CPT courses and ground school and flight instructors representing each of the Negro schools that maintains a Civilian Aeronautics Administration flying program for its undergraduate students, will hold this meeting to discuss a plan of mutual cooperation to get greater opportunities for Negroes in both military and civilian flying.

G L. Washington, coordinator of the program at Tuskegee, will lead the discussion and explain the present pilot training program to the assembled delegates. A representative of the Civilian Aeronautics Administration is also expected to attend the meetings.

In his announcements, President MacLean said that, "Because of the recent cut in flying quotas of Negro schools and the difficulty of getting graduates of primary courses into advanced training, an attempt will be made to present a united front on the part of the Negro colleges."

OCT 28 1941

Daily World
Atlanta, Georgia

Chanute Field Air Workers To Alabama Station

New Tuskegee Base to Be Ready in December

NOV 9 1941

CHANUTE FIELD, Ill.—(ANP)—Those portions of the 99th Pursuit squadron which have been trained here are leaving today for Maxwell field, the big army air base located at Montgomery, Ala. The two units which include the mechanical trainees and air base detachment of the all-Negro aviation organization will be stationed at Maxwell field pending the completion of the permanent base which will be at Tuskegee, Ala. Work at Tuskegee is proceedingly rapidly, 1,500 men being employed in day and night shifts. The field there is expected to be completed in December.

NOV 9 1941

There were 364 men in the group leaving Chanute field, 334 of them traveling in a troop train while 30 others made the trip in private conveyances.

Remaining at Chanute after the transfer is completed will be about 30 men of the two organizations, including a few students who have not as yet completed their courses and other personnel now confined to the hospital. The men remaining here will rejoin their organizations as soon as possible, Lt. Justice said.

The troop train will be in charge of Maj. H. R. Maddox, commanding officer of the 99th and air base detachment assisted by the following officers of his staff:

Capt. R. C. Smith, adjutant and mess officer; Lt. W. L. Klum, assistant adjutant and personnel officer; and Lt. Frank Vukan, supply officer. A medical officer will also accompany the troops. The five officers will return to Chanute following completion of their assignment.

Boasting a high percentage of trained men, the 99th and air base detachment includes approximately 290 colored soldiers who have graduated from various courses of the air corps technical schools. At Tuskegee, they will be joined by colored pilt-officers who are receiving flight training, preparatory to taking over command of the organization.

The 99th was organized at Chanute last March as the first all-Negro squadron in the air corps. The original squadron later was broken up to form the air base detachment which will maintain and operate the Tuskegee Air base.

Daily World
Atlanta, Georgia

RACE CREWS, CONTRACTORS SPEED WORK

Men Of Both Races Work Together

NOV 3 1941

By ALBERT ANDERSON

TUSKEGEE — (ANP) — There could scarcely be a more inspiring sight for one who was interested in a dem-

onstration of the abilities of Negroes in the field of construction, than to observe the progress of the two airports being erected here at Tuskegee, each of which is being built by Negro contractors and their crews.

Both are being developed incident to the training of the 99th Pursuit Squadron, the all-Negro group of flying cadets. This group is really in training at the Civilian Army Training field, almost completed and such is owned by Tuskegee institute. As soon as the students graduate from this preliminary army course, required before the air corps accepts them as cadets, they will be given their broader, more exacting training at the big 1700 acre airfield which is mushrooming up much after the fashion of a vigorous, growing young city.

NOV 8 1941

THREE AIRPORTS

There will be three flying fields here. Tuskegee had a temporary field where the CAA primary course is given. Some 40 students are enrolled there at present. Because of the superior record which the youth of this school have made Tuskegee was selected for the more difficult civilian army training course. That required a more adequate field so Tuskegee which plans to make aviation a definite part of its future program, bought land at another more favorable location and erected a new field at a cost of $200,000 for field and equipment.

This new field is almost finished but training has been going on there for several weeks. There are some 50 students there. Archie Alexander, the famous Negro contractor from Des Moines, Ia., has the contract for building this airport and while small in area compared with its huge neighbor being erected by the air corps, it is one of the slickest, trimmest air fields you ever looked at. Its large brick hangar accommodates ten army training planes and working quarters for Capt. Parish, army supervisor; G. L. Washington, civilian manager, chief pilot Alfred Anderson and their various aides. The students have living quarters at Tuskegee.

1,500 WORK NOV 3 1941

A scant six miles further, 15,00 workmen, toiling day and night on three eight hour shifts are rushing to completion the third airport, the big two million dollar army field which is expected to be named "Moten field."

The immensity of this job staggers an onlooker. Apparently it does not phase Calvin McKissack, younger of the two noted architects and builders of Nashville, and actively engaged in charge of the job while his brother, Mose, looks after other contracts. Calvin McKissack, with his quiet manner, smooth, almost unctous voice, shoots his car over hills, ruts and ditches and clambers where the car just cannot go over these hundreds of acres as they emerge from a hilly, wooded, stretch of red clay farm land into a community which will house and afford training and working quarters for a thousand or two officers, fyling cadets, soldiers, mechanics and employes, as calmly as if he were constructing one of the churches for which his firm is famed throughout the southland.

Mr. McKissack won't talk much about his job. He modestly says that his task is to turn over to the United States army a plant completed to specifications laid out by army engineers, within the prescribed time and cost limits, and to prove when he does so that no mistake was made when the contract was awarded to a colored firm. Under him are 1,500 skilled and unskilled men, black and white. The ratio runs about 1,000 colored to 500 white. He has employed all the competent skilled black men he could find most of the white men working for white subcontractors who handle certain phases of the work which were sublet and secured on bid. Most of the men have been employed from Tuskegee and nearby counties. A few are his regular foremen and workmen who go with him wherever he has a job to do.

NOV 3 1941

Here in the deep south these men have demonstated that there is not the slightest difficulty in having workmen of two races working side by side under the general supervision of a colored contractor. There has not been the slightest bit of friction or trouble. Everyone seems imbued with the fact that they want to get the plant finished on time. The plant is to be handed over in December. Already trainees are pouring in. Some 200 mechanics from Chanute field arrived last week. They are housed in tents built up on wooden flooring until the imposing group of green roofed barracks over on the hill is finished.

Every modern convenience will be installed in this community. McKissack and his men changed the course of a sizeable creek which ran through the grounds, and then hard by are building a great sewage plant. The public utilities in the camp are large enough to serve a city of 10,000 people. The army apparently is building both for permanency and expansion. A little further on top of a high hill which overlooks the whole area, a water works, reservoir and filtering plant are being constructed. Simultaneously four great runways are being built, one of them looking to be about a block wide, is a mile long. The base for the runways is in and the complete and asphalt ready to pour.

OFFICERS ON DUTY

Six or eight medical officers are already on duty and the hospital unit with half a dozen buildings is rapidly nearing completion. It seems impossible that just a few weeks ago this great expanse was unused except for a couple of scattered farms and a graveyard on the hill which is in process of being removed. An odd sidelight is that the men who exhume the bodies are pair $6 per day, must undergo sterlization every night and remain in the hospital for observation for six months after the job is finished.

A foreman rushed up. He has a section ready for inspection by the army engineers. A dozen other people came rapidly to ask instructions or to impart information as McKissack surveys the field from the hill. Major J. A. Jennings, white commander of the 99th, passes. The hammers ring and saws buzz. A fleet of 15 or 20 great motored scrapers is smothing the field while other great power machines tear savagely into a hill preparing to level it off. Over here a mechanical ditch digger burrows swiftly along making way for the 40 or 50 miles of pipe and water mains which are being installed.

McKissack, never ruffled, never worried, looks on. "This is the price we must pay for civilization" he mused. "'Water is one of the great forces in modern living", he continued. "Oddly enough", he finished as he glanced around as the waterworks. We Negroes are apt to build churches first when perhaps we ought to building waterworks." It is an interesting commentary coming from this man who is both a Christian and a church builder.

One thing is certain. The airfield for the 99th Pursuit squadron is gigantic and great beyond the imagination of one who has not seen it. In those surroundings and under the training which the air corps is giving, will arise one feels certain, a group of daring, able flyers of which all America may be proud.

afro-American
Baltimore, Maryland

DANIEL FIELD AND FORT KNOX

Sometime ago our news reporters disclosed that the Seventh Aviation Squadron at Daniel Field, Augusta, Ga., was doing pick-and-shovel work, having no connection at all with flying.

Last week, Ollie Stewart reported that 439 colored men, supposedly enlisted in the Armored Force Replacement Center at Fort Knox, Ky., have never seen a tank or any other armored equipment.

Those 439 men, many of them from the Northern States, are waiting table, washing pots and pans, peeling potatoes and in general doing skullery work for the white units at Camp Knox.

NOV 8 1941

Whose bright idea is it that our boys are to be drafted to be flunkies for white outfits?

If the War Department doesn't know what is going on in Daniel Field and Fort Knox, let it learn here. And it needs be said that whoever is responsible for these blunders is not getting away with anything.

Instead of training men who shall be eager to serve their country, they are filling the hearts of young people with hatred and anger against the army and its caste system based on race prejudice.

Amsterdam News
New York, N. Y.

99th Pursuit Squadron At Tuskegee Makes Good

TUSKEGEE (By Albert Anderson for ANP)—There could scarcely be a more inspiring sight for one who was interested in a demonstration of the abilities of Negroes in the field of construction, than to observe the progress of the two airports being erected here at Tuskegee, each of which is being built by Negro contractors and their crews.

Both are being developed incident to the training of the 99th Pursuit Squadron, the all-Negro group of flying cadets. This group is already in training at the Civilian Army Training Field, almost completed and which is owned by Tuskegee Institute.

As soon as the students graduate from this preliminary Army course, required before the air corps accepts them as cadets, they will be given their broader, more exacting training at the big 1,700-acre airfield which is mushrooming up much after the fashion of a vigorous, growing young city.

Three Airports at Muskegee

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1,500 Work Night and Day

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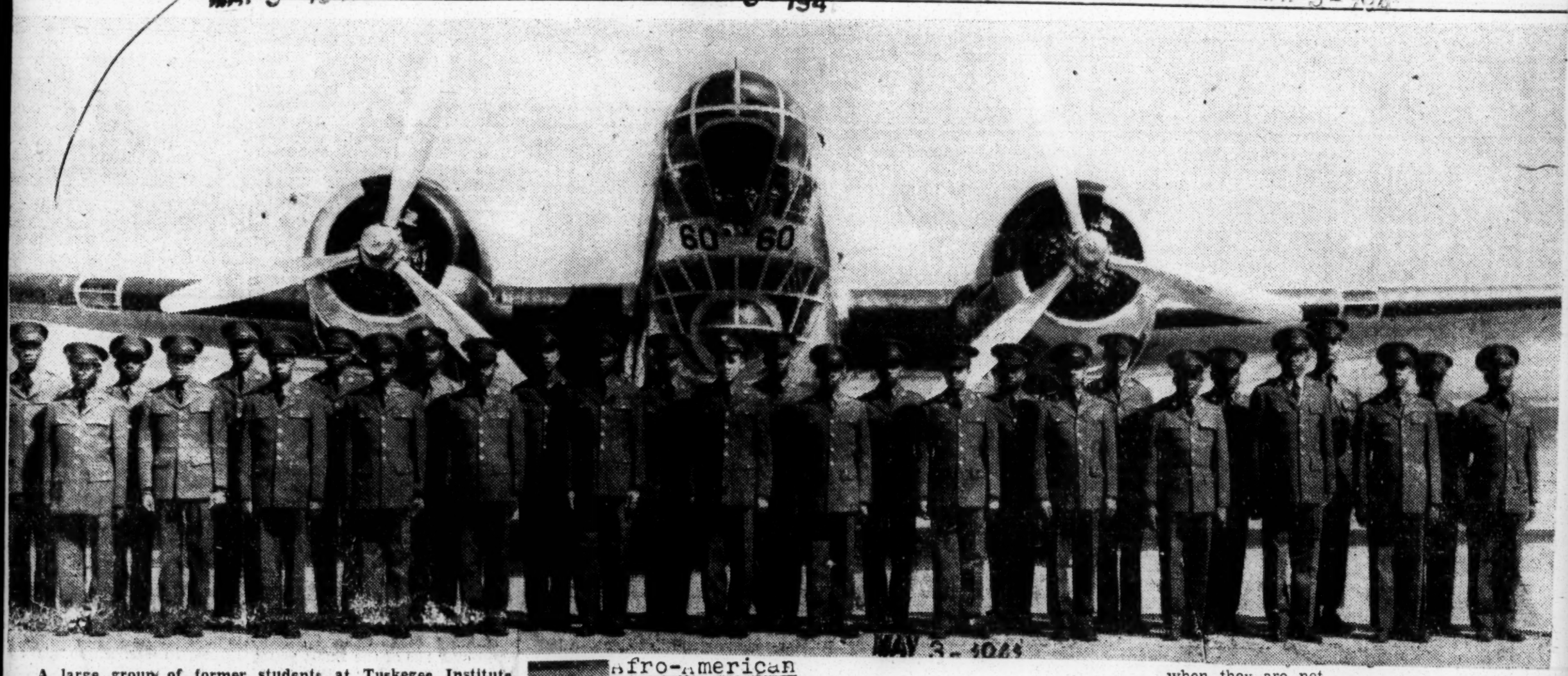
47a-1941
Journal and Guide
Norfolk, Virginia

★ ★ ★ They're Getting Ready to Man Uncle Sam's Airships ★ ★ ★

MAY 3 - 1941 MAY 3 - 194 MAY 3 - 194



MAY 3 - 1941

A large group of former students at Tuskegee Institute, Tuskegee, Ala., are serving Uncle Sam in the 99th Pursuit squadron, new all-colored Air Corps unit. MAY 3 - 1941

Those taking airplane mechanics and specialist courses at Chanute Field, Rantoul, Ill., pictured with a B-18 medium bombing plane, are, front row, left to right, Charles Howard, Tougaloo, Miss.; Ottis Handy, Salisbury, Md.; William Lane, Gary, Ind.; Stratman Cooke, Middlesboro, Ky; Russel Henderson, Tuskegee, Ala.; Homer Benson, Hamilton, Ohio; Thomas Combes, Louisiana, Mo.; McGary Edwards, Spartanburg, S. C.; Charles Feaster, Louisville, Ky.; Horace Thorton, Coffeville, Ala.; William Surcey, Jacksonville, Fla.; Robert Smith, Alexandria, La.; William Watson, Carlisle, W. Va.; John White, Birmingham, Ala.; James Smedley, Tuskegee, Ala.

Back row, Allen Searcy, Dallas, Texas; Albert Harris, Ballsion, Pa.; Joe Smith, Jacksonville, Fla.; Paul Moss, Glen White, W. Va.; Harold Carter, Little Rock, Ark.; William Byrd, Warren, Ohio; Walter Beard, Pittsburgh, Pa.; Joseph Howard Brooklyn, Md.; James Freeman, Tuskegee, Ala.; Robert Eaton Birmingham, Ala.; Herman Jones, Atlanta, Ga.; Walter Griffin, Wetumpka, Ala.; Paul Freeman, St. Louis, Mo.; Ernest Facen. Birmingham. MAY 3 - 1941

Afro-American
Baltimore, Maryland

99th Air Squadron Has Only Two CAA Course Graduates

(By ANP)

WASHINGTON

Only two of the recruits in the Ninety-ninth Pursuit Squadron, now being trained at Tuskegee Institute, in Alabama, had the private pilot's courses being offered by the Civil Aeronautics Authority at colored colleges.

They are George Spencer Roberts, who took the courses at West Virginia State College, and Frederick Henry Moore, who took the courses at Tuskegee. However, 90 per cent of the graduates of the CAA courses at Tuskegee have made application to the army air corps for training.

Trainees Making Good

According to Roscoe Wright, director of the information and statistics service, trainees who have had CAA courses are making good in further studies in aviation. The army is planning to place in basic training at the Ninety-ninth Training School a number of Tuskegee CAA graduates.

These students will skip the normal army primary training

Two former CAA pilots are in the group being trained at Chanute Field, Ill. They are El-

SEP 6 1941 47a

when they are not.

Ollie Stewart Chided

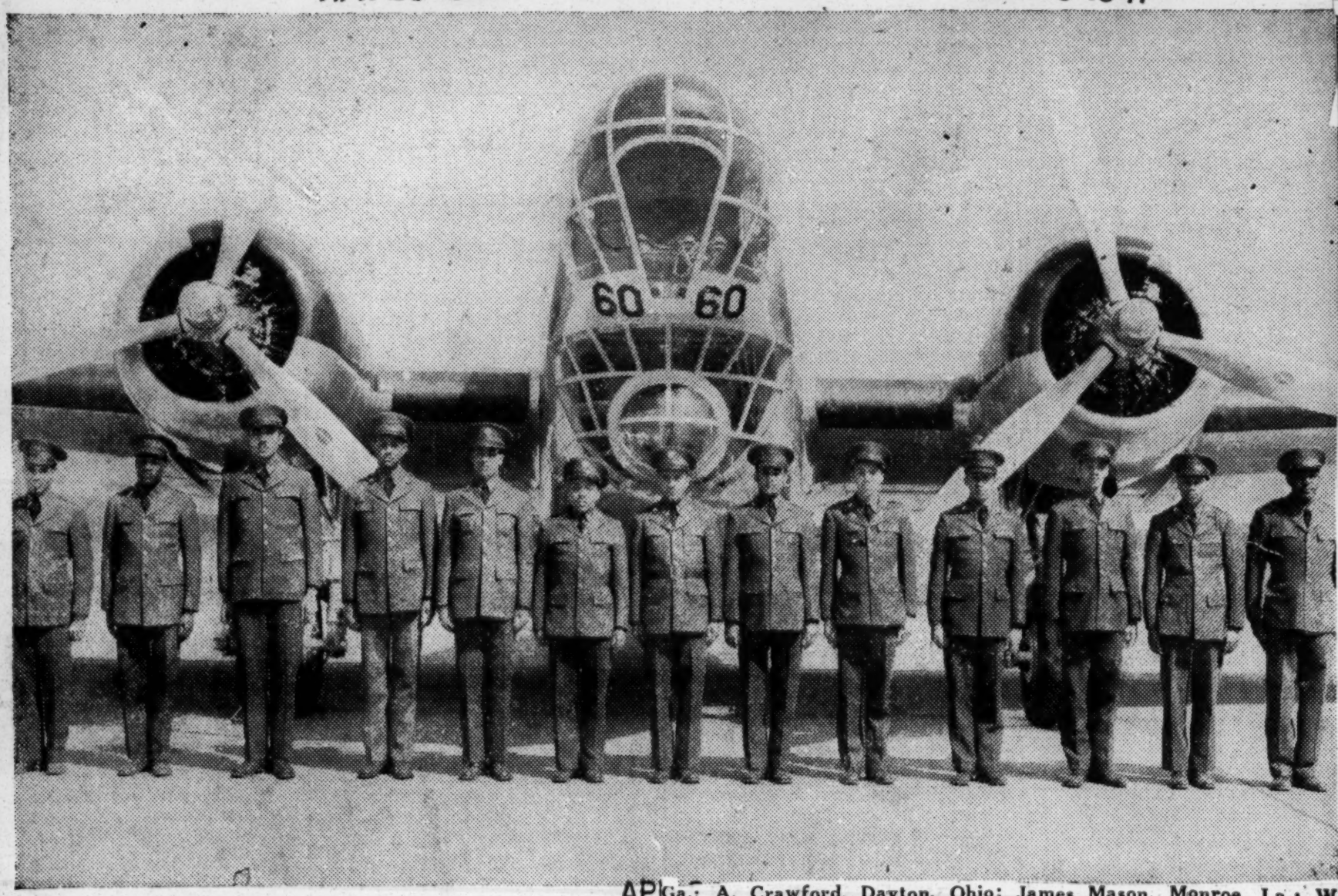
It gives them the impressio that they are not enjoying wha is intended for them. This break down the morale as fast as chap lains and other army personne

Daily World
Atlanta, Georgia

13 Morehouse Men Members Of 99th Pursuit Squad

APR 29 1941

APR 29 1941



Morehouse College made a significant contribution to National Defense when 13 of its students enlisted in the 99th Pursuit squadron, new all-colored unit of the Air Corps. The recruits shown abovenally, Atlanta; Charles Crenchaw, Little Rock; Hiram Little, Atlan will take airplane mechanics an dspecialists courses at Chanuteta, and John Moore, Atlanta.
Field, Rantoul, Ill. They are, left to right, Charles Settles, Atlanta, Ga.; A. Crawford, Dayton, Ohio; James Mason, Monroe, La.; W Herman, W. Warner, Atlanta; L. Young, Dayton, J. Nelson, Atlanta C. Chisholm, Birmingham; James Jackson, Atlanta; Norris Con

APR

Washington Tribune
Washington, D. C.

In Squadron

APR 26 1941

APR 26 1941

JOHN McCLURE

Twenty-one-year-old youth of Kokomo, Ind., who became a member of the 99th pursuit squadron organized recently at Tuskegee Institute. He is the first Hoosier to join the air unit.

the way toward becoming commissioned officers.

Cadet William D. Townes, Petersburg, Va., and Cadet William R. Thompson, Pittsburgh, are attending the armament course and upon receiving their commissions ,these men will be the officers in charge of armament for the 99th.

Nelson Brooks, Springfield, Ill., and Wardell W. Stevenson, Washington, D. C., are attending the radio repairers and operators course, which will qualify them as communication officers.

Elmer D. Jones and James L. Johnson, both from Washington, have been enrolled in the aircraft mechanics course since the early part of June. These men are preparing to be the engineering officers.

AUG 2 91941

In addition to the above-mentioned courses, these six cadets are receiving a thorough and intensive training in military courtesy, drill practice and military law. Four days a week they drill the enlisted members of the 99th.

Daily World
Atlanta, Georgia

To Invest

APR 23 1941

Funds In Buildings

$1,813,402 Is Ear-marked For Tuskegee Unit

APR 23 1941

WASHINGTON — (S N S) — Approximately $1,813,402 will be spent by the federal government on temporary buildings and other facilities at Tuskegee, Ala., for the Army's first Negro tactical unit in the Air Corps, it was announced Tuesday.

The War Department said work would be started after the land had been leased.

The unit will be the 99th Pursuit Squadron with 477 officers and men, of whom 405 will be attached to the Air Corps and 33 will be pilots.

Of the nearly $2,000,000 to be spent; $1,178,782 will go into hangars, runways, night lighting and radio equipment. Administration and housing will take up $469,765 and engineering overhead is estimated at $164,855. Army engineers will have complete charge of all work, it was stated.

APR 23 1941

Globe and
Independent
Nashville, Tenn.

COLORED AVIATION STUDENTS TRAIN TO BE OFFICERS

AUG 2 91941

CHANUTE FIELD, Ill., Aug. 21 (By Sgt. J. Sindt for ANP)—Six colored cadets, attached to the 99th Pursuit squadron, are well along

47a-1941
Journal and Guide
Norfolk, Virginia

Chanute Field Credit, Says Tuskegee Head On Air Trip

AUG 2 1941

TUSKEGEE, Ala. — Chanute Field is, to much of the public, still in the class with names out of the Arabian Nights or from books of the Old Testament. When "Rantoul, Illinois" is offered as explanation, even Illinois becomes foreign in the Far-East suggestion of "Rantoul." AUG 2 1941 What a good many folk do know is that Chanute Field, whatever and wherever it is, is a place where Negro boys have been sent during the last few months, for training in connection with the national defense army training program in general, and the 99th Pursuit Squadron in particular.

It was interest in the training program for the 99th Pursuit Squadron non-flying personnel that took President F. D. Patterson and Director of Mechanical Industries G. L. Washington of Tuskegee Institute to Chanute Field a few weeks ago.

President Patterson and Mr. Washington made the trip from Maxwell Field in Montgomery to Chanute Field in Illinois and return through facilities provided by the Army Air Corps. They were welcomed at Chanute Field by Acting Commandant, Colonel R. E. O'Neill, Lieutenant Colonel A. C. Kincard, Captain Maddux and other staff members.

REFLECTS CREDIT

After lunch in the officers' quarters, the Tuskegee officials were conducted on an inspection tour of men and quarters of the 99th Pursuit Squadron. President Patterson addressed the assembled group. Later in commenting on his impressions, President Patterson said:

"I can but feel that this group will reflect credit to the War Department and officials and instructors of Chanute Field. The War Department is to be commended for this opportunity accorded Negro youth whom I am certain will prove the wisdom of its decision."

On Friday morning the party inspected the entire training facilities of Chanute Field. "The tour," stated G. L. Washington, "was most enlightening, informative and impressive. A thorough job of training is being carried on there. We observed members of the 99th Pursuit Squadron in class and laboratory courses."

NO RACE PROBLEM

There are approximately 440 Negro enlisted men and cadets in the 99th Pursuit Squadron stationed at Chanute Field. Approximately 278 are enrolled in regular and advance courses. The men are satisfactorily provided with barracks and mess facilities on the original site of such facilities at Chanute Field.

The Tuskegee officials were informed by the acting commander that the presence and training of Negro enlisted men of the 99th Pursuit Squadron had caused no problem on the post.

Patterson and Washington said they observed keen interest and enthusiasm on the part of post officials, officers directly in charge and the instructors. with respect to the general welfare and training of the men of the 99th. The aptitude and achievement of the Negro enlisted men were reported to be as normally expected of trainees in general. However, Negro radio operators and mechanics were in advance of normal and ahead of schedule.

Indicative of the fine impression made by the colored youths was the voluntary and enthusiastic reports coming from white enlisted men on the post relative to the distnguished showed made by men of the 99th in the inter-detachment athletic competitions and their record of first place in the Chanute Field track meet on June 18.

Dr. Patterson and Mr. Washington were besieged with questions relative to the progress and plans for, pilot training of flying cadets at Tuskegee Institute. Officers and men were enthusiastic over the progres made by the Tuskegee pilots who had recently qualified for the cross country course, for commercial licenses, and for instructor re-rating.

COURSES GIVEN

At Chanute Field and the adjacent Scott and Lowry Fields eighteen regular and advanced courses are offered. In order to keep the 99th Pursuit Squadron intact, regular courses normally offered at Scott and Lowry Fields have been especially set up at Chanute Field. Men of the 99th

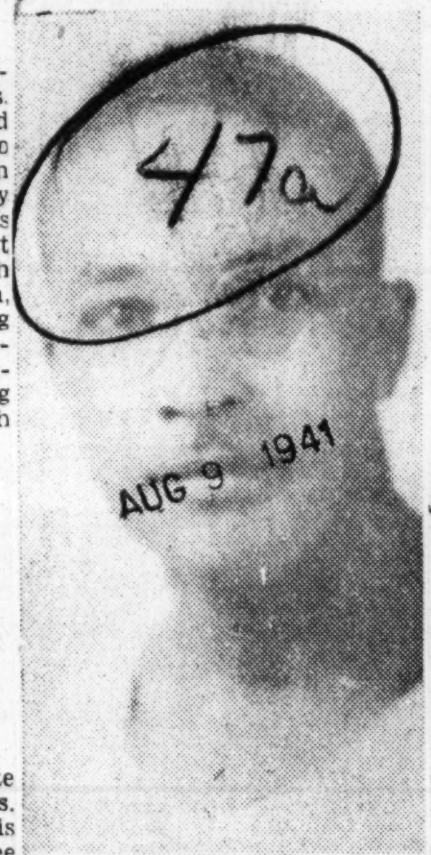
In addition to the enlisted men, six flying cadets are in training as engineering, weather and communications officers. Upon completion of their course, the flying cadets will be commissioned with the rank of second lieutenant.

For the benefit of those readers who are still a little hazy about Chanute Field, Chanute Field is near Champaign, Illinois, where the University of Illinois is located. The "Field" has nineteen thousand inhabitants. Of these, eleven thousand are trainees; eight thousand are officers, civilian instructors and enlisted men.

Among the trainees at Chanute Field are nearly 40 Tuskegee boys. Nelson Brooks, who during his undergraduate days at Tuskegee operated short wave station W4EDJ, is a flying cadet training for communications officer.

Pittsburgh Courier
Pittsburgh, Pa.

ASSISTANT



47a AUG 9 1941

John T. Bracken, who was graduated from Tuskegee Institute in 1938 with a bachelor of science degree in physical education, has been appointed assistant director of physical training at the Tuskegee primary school for flying cadets, 99th Pursuit Squadron, it was announced by Dr. E. B. Smith, director of physical training for the Southeast Air Corps Training Center. For the past two years Bracken taught physical education and science at the Tuskegee Institute High school. From 1934 to 1937 he was a member of the Golden Tiger football team.

AUG 9 1941

TUSKEGEE TURNS OUT MANY ARMY PILOTS

AUG 2 9 1941

By United Press

TUSKEGEE, Aug. 29. — The Army's first flying school for Negroes, located at Tuskegee Institute, is turning out pilots now for the nation's flying forces.

A class of 10 graduates of the Civil Aeronautics Authority training school held at the institute is undergoing elementary flight training and, upon completion of a five-week course, will be transferred to the 99th Air Corps squadron base now under construction near here.

A contingent of 278 Negro enlisted men will be brought to the base from Chanute Field, Ill., to serve as ground personnel. The base will be one of 42 operating under the Southeast Air Corps training center, which has headquarters at Montgomery.

At the dedication of the school Maj. Gen. Walter R. Weaver, commanding officer of the training center, told cadets that the eyes of your country and the eyes of your people are upon you. The success of the venture depends upon you."

In addition to the flight training the Tuskegee Institute has initiated a program of training for aircraft mechanics.

AUG 2 9 1941

Tuskegee Institute has been the site of a C.P.T. training school since inauguration of the nation-wide program in 1939. The school, aided by the Rosenwald Fund, has spent $50,000 on equipment and building facilities, and has eight planes and a staff of six instructors, four ground school instructors and two mechanics, as well as helpers and clerical workers.

Chicago Bee
Chicago, Illinois

Aviation Students Train as Officers

AUG 31 1941

By SERGT J. SINDT

CHANUTE FIELD, Ill., Aug. 28—(ANP)—Six colored cadets, attached to the 99th Pursuit Squadron, are well along the way toward becoming commissioned officers.

Cadet William D. Townes, Petersburg, Va., and Cadet William R. Thompson, Pittsburgh, are now attending the armament course and upon receiving their commissions, these men will be the officers in charge of armament for the 99th.

AUG 31 1941

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AUG 31 1941

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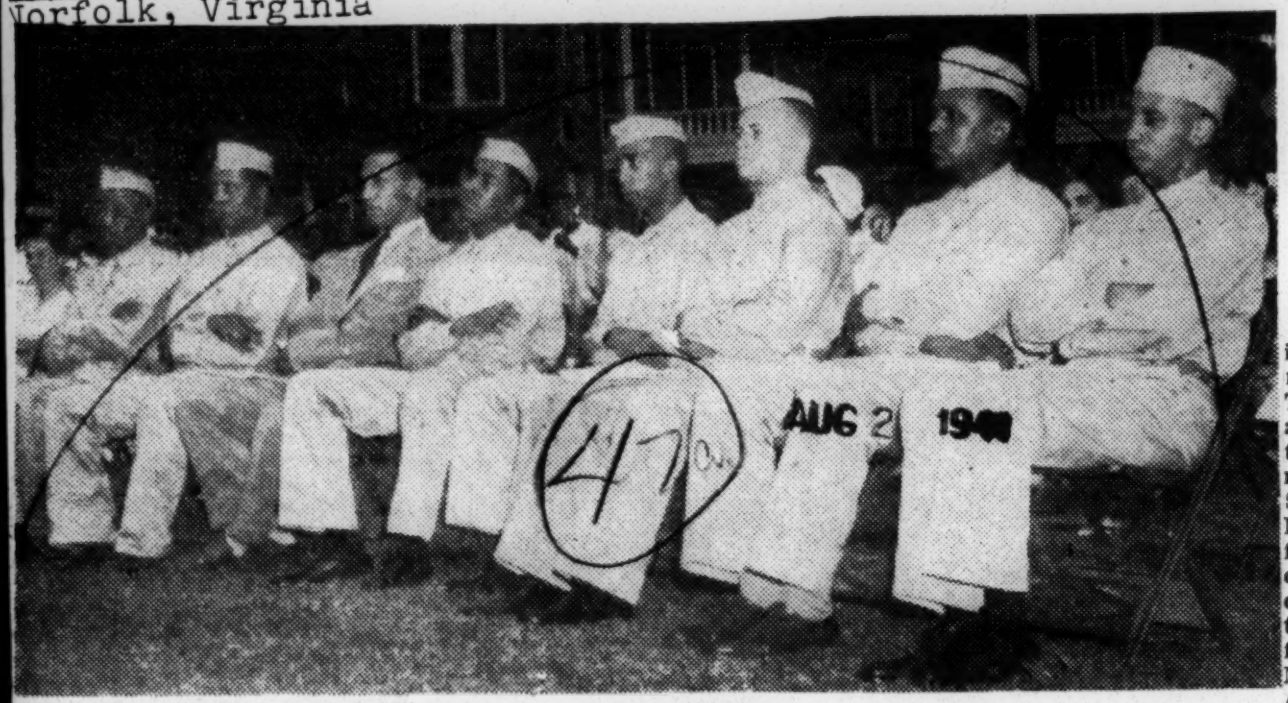
Journal and Guide
Norfolk, Virginia



The first group of flying cadets of the Southeastern Air Corps Training Center, shown at Tuskegee Institute for the recent dedicatory exercises of the U. S. Army's initial flying school for the Negro race. The exercises, which were held at the Booker T. Washington monument on Tuskegee's campus, marked the formal beginning of the 99th Pursuit Squadron. Shown here, left to right, are: William H. Slade, Raleigh, N. C.; John C. Anderson, Jr., Toledo, Ohio; Lemuel R. Curtis, Hartford, Conn.; Ulysses S. Pannell, Reagan, Texas; Frederick H. Moore, Tuskegee Institute; George Spencer Roberts, Charleston, West Virginia; Charles Dudley Brown, Abbeville, S. C.; and Marion B. Carter, Chicago, Ill. Cadets not on the picture are: Roderick Williams, Chicago; Charles DeBow, Indianapolis, Ind., Theodore Brown, Evanston, Ill.; and Mack Ross, Dayton, Ohio.

Journal and Guide
Norfolk, Virginia

Launching 99th Air Squadron

In the shadow of the imposing Booker T. Washington monument on the campus of Tuskegee Institute, the inaugural ceremony initiating the training of Negro students as military aviators for the United States Air Corps of the 99th Pursuit Squadron was held. The first group of flying cadets to qualify for training heard addresses by Major General Walter R. Weaver, commanding officer of the Southeast Air Corps, Maxwell Field, Montgomery, Ala., and Dr. F. D. Patterson, the president of Tuskegee, who is shown, above, as he spoke.

Present at the ceremony were seated, front row, left to right, Major General Weaver, Dr. Eugene H. Dibble, manager, Veterans Facility, Tuskegee, Ala.; G. L. Washington, civilian director of Army Air Corps Training Detachment at Tuskegee Institute and director of the CAA flight training program at Tuskegee; and Commander-elect E. H. Holland, Britton McKenzie Post No. 150, Tuskegee, Ala. Capt. Benjamin O. Davis, Jr., is shown immediately in rear of Major General Weaver. It has been reported that he is to be the commanding officer in charge of the 99th Pursuit Squadron.

Chicago Defender
Chicago, Illinois

99th Pursuit Men Await Commissions

... By SGT. J. SINDT hr dohrod

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47a-1941

Daily World
Atlanta, Georgia

Anxious To Serve In Race Air Squadron

The young men pictured above are anxious to serve in the first all-Negro army air squadron to be established at Tuskegee institute and have already met the physical requirements for technical men and have sworn allegiance to the American flag. They are shown with Col. John C. Robinson, in dark uniform with cap, who distinguished himself fighting for Haile Selassie in the Ethiopian Italian war a few years ago. Col. Robinson has given them more than two years of technical training at his school in Chicago and they are experienced in servicing and manitaining army aircraft There are more than 100 students at Col. Robinson's institute.—(ANP Photo)

Col. Robinson In Defense Of All-Negro Air Squadron

FEB 4 1941

By COL. JOHN C. ROBINSON

CHICAGO—(ANP)—After many of our newspapers and individual leaders fought for several years to have Negro units in the armed forces, the war department has at last granted establishment of an all-Negro air squadron—only to find that a small group of Negroes is, for selfish motives and personal gain, trying to gain public support in an attempt to block this forward step.

I sincerely believe that creation of this squadron is real advancement, means recognition of my race in military aviation, and is an important step toward the real recognition we will have to merit before we will be accepted in the backbone of the aviation industry—airplane manufacturing and scheduled transportation.

It is also my contention that this squadron will fare far better than it would were it to be trained at Randolph or Kelly field in Texas where the typical southern attitudes and prejudices would be dominant.

These views are based on my actual experience in civil and military aviation, flying and aviation mechanics and automobile mechanices. My experiences as a war pilot were under extremely adverse conditions because of limited aerial equipment. They came after I went 6,000 miles to a foreign land to defend with my life the last black empire, Ethiopia, and prove to the world that the Negro could be as efficient in aviation as could any other group.

Negroes as a group will make a major aeronautical blunder if they don't measure the real facts in this situation as it affects our young men before organizing against the establishment of an all-Negro air unit. There are many technical angles, and there is the angle of future employment in aeronautical work after a young man gets out of the service.

I sincerely believe from my experience that the establishment of an all Negro squadron equipped properly and with all Negro officers in charge is the best solution to military aviation as it confronts the Negro at present. I realize that some of the instruction of certain work of this squadron will have to be white to start, but they should be replaced as soon as we get Negroes trained to handle this instruction.

FEB 4 1941

Many social problems that come up when squadons are out of the primary training period and are assigned to different flight missions through America from time to time would be eliminated through the formation of this all Negro unit.

I pray this article will be taken in the nature that it is given—for the future understanding and progress of our group in the aeronautical field.

Raps Opposition As "Selfish, Little Group"

Chicago Bee
Chicago, Illinois

Joker In Air Corps

APR 6 - 1941

THE War department recently issued an order to the commanders of the nine corps areas throughout the United States stating that "applications from Negro applicants for appointment as flying cadets will be accepted and handled in the same way as prescribed for white applicants." It will be remembered that heretofore applications made by Negroes to become flying cadets in the United States Army Air Corps were promptly turned down with the Air Corps "regrets". In so many words such applicants were told that they were not wanted in Uncle Sam's flying unit. Now it seems that those Negro applicants who were otherwise qualified except for the incident of colored have been given the "all clear" signal. This all seems very good on the surface. But things are not what they seem.

It is true that the applications of colored flyers will be accepted, but to say that they will be handled in the same way as other applications is somewhat at variance with the facts. White applicants will be assigned to the air corps of their areas. This is not true with the colored applicant who will be dispatched to the segregated flying unit at Tuskegee. Coupled with this fact is the limitation of the number of Negro flying cadets that will be admitted to train. The number to be accepted at Tuskegee for training, we are told, will consist of a maximum of thirty-three.

APR 6 - 1941

This "half-a-loaf" rule of the War department comes as a result of the crystalized sentiment of Negroes and whites against the undemocratic policies existing in the Air Corps barring Negro flyers when the nation is in need of all the flying ingenuity that its citizens can offer. We are, however, convinced that the situation still remains highly unsatisfactory. We see no reason why a Negro flying cadet can not terminate his army training in the same manner like the white cadets. We see no reason why Negroes should be limited to the small number of thirty-three when Chicago alone could thrice

Reidsville, N. C. Review
April 8, 1941

OPENING FOR NEGRO FLIERS

Chanute Field, Ill., April 8.—Qualified colored youth of the United States who are interested in a career in aviation are now being given an opportunity to obtian one of the finest practical educations available in the technical aspects of aviation at the Air Corps Training School, Chanute Field, Rantoul, Ill., according to Col. R. E. O'Neill, commanding officer of the post.

Three year enlistments are now open for 50 colored recruits at Chanute Field. Quotas alloted to other Air Corps recruiting stations will bring the total to enlisted at this time to 276.

All recruits will be sent to Chanute Field, where they will be trained as airplane mechanics and in various specialist fields in the technical school there. Upon graduation, the colored technicians will be sent to Tuskegee Institute, Tuskegee, Ala., to form the enlisted crews for the 99th Pursuit Squadron, an all-colored outfit to be organized there.

Applicants must be unmarried, from 18 to 35 years of age, in good physical condition, and of good moral character. If less than 21 years of age, applicants for enlistment must be accompanied by written consent of parents or guardian. A high school diploma or their academic credentials,, and a birth certificate, must be presented by the applicant.

After meeting all other requirements, candidates for enlistment must pass the Air Corp's standard trade test, required of all recruits, to qualify for the technical school.

The frist 12 recruits who arrived at Chanute Field, all enlisted at Maxwell Field, Ala., averaged a year and a half of college, according to Colonel O'Neill.

Gadsden, Ala., Times
April 3, 1941

Wings Sprout Over Tuskegee

Student Fliers Hope To Gain Most Posts In All-Negro Air Unit

TUSKEGEE, Ala., April 3.—(AP) Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the Army's first all-Negro air unit—the 99th pursuit squadron — is activated here October 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only Negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school. Authorized in 1940.. students started hitchhiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the Negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson, first negro to win a commercial pilot's license, runs the program and holds an army contract to give elementary training to the fledglings of the 99th.

The cadets will meet the same requirements as for white air corps fliers: Two years of college education—or the ability to pass an examination showing equivalent knowledge — and must be single and between 20 and 27 years of age.

Kansas City Call
Kansas City, Mo.

400 Enlisted Men, 33 Pilots and 27 Planes To Compose New Unit

JAN 24 1941

Resolution to Be Introduced Calling for Testimony from Army and Navy Officials, Employers and Labor Union Leaders

TUSKEGEE INSTITUTE.—(ANP)—President F. D. Patterson announced Friday that notice had been received from Assistant Secretary of War Patterson in Washington, D. C., that the war department was proceeding immediately with plans to establish the formation of a pursuit squadron at Tuskegee institute.

This will be the first time that the United States army has trained Negro flyers for army service.

Assistant Secretary Patterson, announcing the formation of the squadron in Washington, said that it was part of the army's policy of having Negro units in all branches of the armed services of the country.

The squadron, Secretary Patterson said, would consist of 400 enlisted men, 33 pilots and 27 planes. Enlisted men for the squadron will be selected with care and trained at Chanute field, Ill., where the army is building one of the greatest air schools in the country.

A flying field and all other facilities for advanced army flying will be developed at Tuskegee. The sum of $1,091,000 has been appropriated for the development at Tuskegee.

Make Good Record

The choice of Tuskegee for the establishment of the air squadron was based undoubtedly upon the splendid record made by the CAA flying school which has been operating here. Tuskegee's students in the primary CAA flying course established a record of 100 per cent of the students taking the course qualifying.

Twenty students had been allotted to the group which in some fashion grew to 21. Nevertheless all 21 of the students passed with the highest marks of similar group, white or colored, in the entire southeastern area.

President Patterson of Tuskegee, who has established a committee to work for a flying field at Tuskegee which would be owned by the school and used for preliminary training so that students could qualify for the advanced army work, was quick to point out that Tuskegee would still need the private flying field which a national committee of graduates and citizens is trying to raise $25,000 to build, in order to give the primary training to enable students to qualify for the army course.

"We are grateful for this recognition by the army and the United States government, after it had made such rigorous investigations," said President Patterson. "We will dedicate ourselves to the task of giving additional opportunity to young Negro Americans who are eager to enter their country's service in the field of aviation."

All Negro officers will eventually be used in the air squadron except the commanding officer. Finally the commanding officer will be colored. There will be various units established throughout the country particularly for training of students with Tuskegee as the base.

JAN 24 1941

At a meeting held here at Tuskegee last Thursday, 17 colored schools throughout the country sent representatives to discuss the aviation program for Negro youth. Among the schools were Wilberforce university, Virginia State, Hampton, Langston university, Lincoln university, Fisk, Tennessee State, Morehouse, Alabama A. and M., Xavier and Alabama State.

The group endorsed unanimously the program of establishing an air squadron and base at Tuskegee. Major Smith of Maxwell Field where army flyers are being trained, came in to discuss the problems involved. Student aviators in the course at Tuskegee were in the meeting when Major Smith spoke.

Luverne, Ala., Journal
March 26, 1941

Negro Squadron To Be Recruited By U. S.

MONTGOMERY, Ala., March 24.—The Southeast Air Corps Training Center reported plans Monday for creation of the Ninty-Ninth Pursuit Squadron of 276 enlisted men. first Negro unit of the U. S. Air Corps, at Tuskegee Institute.

Enlistments will be taken within a week, officers said.

Applications also will be accepted from Negro candidates for appointment as flying cadets. The unitl will have about 33 pilots.

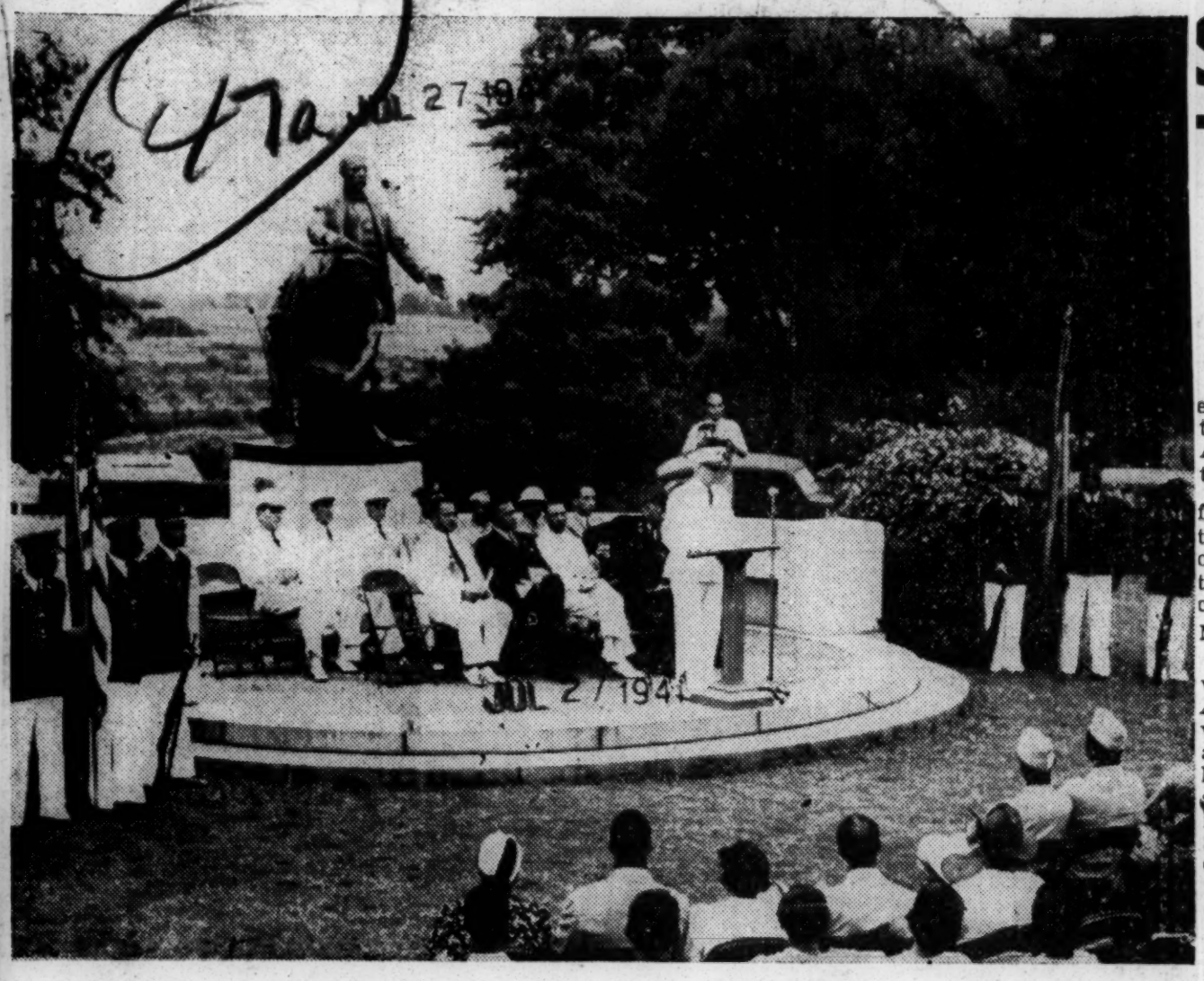
The 276 enlisted men wil lbe trained as maintenance crews. A high school education is required as among other recruits for the air crops.

The men will complete basic training at Chanute Field, Ill., before being transferred to Tuskegee. Air training will be given at a flying cadet school to be established near the institute.

47a-1941

Daily World
Atlanta, Georgia

Dedicate First Negro Army Flying School



TUSKEGEE, Ala.—Standing in the shadow of the monument to Booker T. Washington, famed Negro leader, Major General Walter R. Weaver, commanding the Southeast Air Corps Training Center, makes the inaugural address at the dedication of the 99th Pursuit Squadron Base and Pilot Training School, first school to train Negro students as officers in the Air Corps. He stressed the fact that because this is the only air school to train Negro pilots, the Negro cadets have a signal responsibility to establish "a wonderful record."

Roanoke, Va., Times
July 20, 1941

SCHOOL FOR NEGRO FLIERS DEDICATED

TUSKEGEE, Ala., July 19 (AP). The United States army's first flying school for negro cadets was dedicated today, marking the formal beginning of the 99th pursuit squadron which within a few months will take its place in the nation's defense forces.

Standing in the shadow of a monument dedicated to Booker T. Washington, noted leader of their race, members of the first class of negro cadets were told by Maj. Gen. Walter R. Weaver, commanding the southeast air corps training center:

"What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with those in front of you, you cadets cannot help but be inspired."

The first class is composed of 10 men, but eventually the school will be turning out 100 pilots annually. They will go through five weeks of pre-flight training, followed by the usual 30 weeks of primary, basic and advance training at a nearby base now under construction.

A contingent of 278 negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

Argus
St. Louis, Missouri

99TH PURSUIT SQUADRON AT TUSKEGEE INST.

First Colored Air Corp In U.S. History Begins

TUSKEGEE INSTITUTE, Ala.—Under the shadow of the Booker T. Washington Monument the inauguration ceremony initiating the training of Negroes as military aviators for the United States Army Air Corps was held here this afternoon. The occasion marked the beginning of the 99th Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty members and townspeople witnessed the exercises.

Notables Take Part.

Major General Walter R. Weaver, Commanding the Southeast Air Corps Training Center, Maxwell Field, Montgomery, Ala., in addressing the young men who have been selected as cadets, said: "This training school which is one of 42 such schools in the Southeast Air Corps Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled. The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with these in front of you, you cadets cannot help but be inspired."

Other speakers were Dr. Eugene H. Dibble Jr., manager, U. S. Veterans Facility. Tuskegee, Ala., and Capt. George H. Holland, commander-elect of the Britton-McKenzie Post No. 150 of the American Legion, which is composed of members of the Tuskegee Institute faculty, the veterans administration facility and community, many of whom were present in uniform. Both Dr. Dibble and Capt. Holland emphasized the large opportunity for service in the program of national defense which the creation of this unit offers to the Negro youth of the nation.

G. L. Washington, civilian director of the Tuskegee Institute Air Training Corps. who was in charge of the exercises, read congratulatory messages from General George C. Marshall, Chief of Staff, U. S. Army, and other high officials of the military and air service.

The Tuskegee band, Capt. Frank L. Drye conducting, furnished music for the occasion.

To Have 100 Pilots.

The first class is composed of 10 men, but eventually the school will be turning out 100 pilots annually. They will go through five weeks of pre-flight training, followed by the usual 30 weeks of primary, basic and advance training at a nearby base now under construction.

A contingent of 278 Negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

Gadsden, Ala., Times
July 20, 1941

First Negro Air School Dedicated

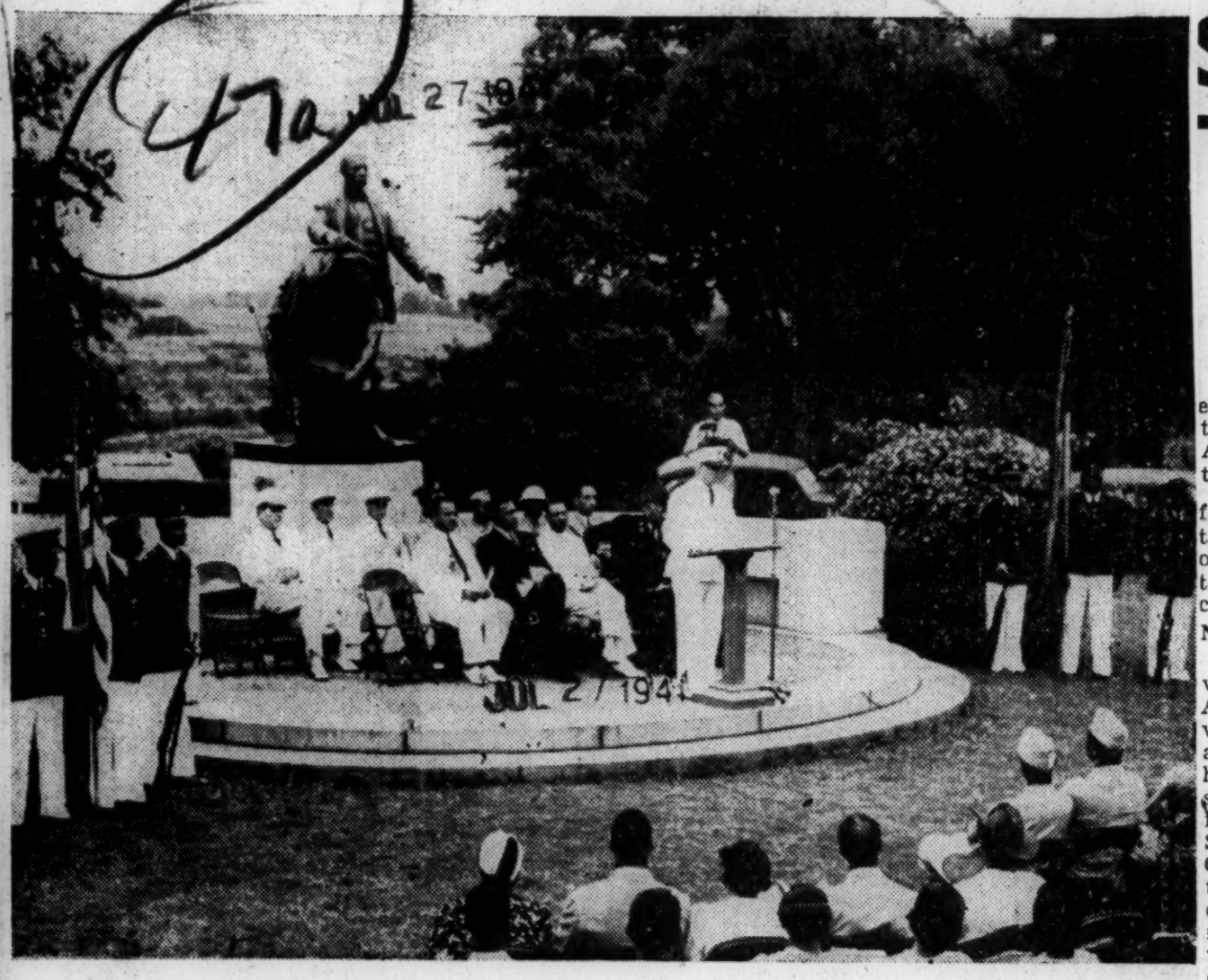
Tuskegee Unit Will Turn Out 100 Pilots Each Year For Army

TUSKEGEE, Ala., July 19.—(AP) The United States Army's first

47a-1941

Daily World
Atlanta, Georgia

Dedicate First Negro Army Flying School



TUSKEGEE, Ala.—Standing in the shadow of the monument to Booker T. Washington, famed Negro leader, Major General Walter R. Weaver, commanding the Southeast Air Corps Training Center, makes the inaugural address at the dedication of the 99th Pursuit Squadron Base and Pilot Training School, first school to train Negro students as officers in the Air Corps. He stressed the fact that because this is the only air school to train Negro pilots, the Negro cadets have a signal responsibility to establish "a wonderful record."

Roanoke, Va., Times
July 20, 1941

SCHOOL FOR NEGRO FLIERS DEDICATED

TUSKEGEE, Ala., July 19 (AP). The United States army's first flying school for negro cadets was dedicated today, marking the formal beginning of the 99th pursuit squadron which within a few months will take its place in the nation's defense forces.

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Argus
St. Louis, Missouri

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A contingent of 278 Negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

The school here is one of 42 that make up the Southeastern center.

Backed By Rosenwald Fund

Dr. F. D. Patterson, Tuskegee Institute president, referred to the opportunity given Negroes to participate in the Air Corps program as an example of American democracy, and said "this occasion was made possible because of the financial and spiritual backing of the Julius Rosenwald Fund, of which Mrs. Franklin D. Roosevelt is a member."

Dr. Patterson said the Rosenwald Foundation made possible the purchase of land for construction of the preliminary training unit.

Jacksonville, Fla., Times-Union
July 10, 1941

More Schools Get Contracts To Train Pilots

Air Corps Civil School Program Completed, War Department Says.

WASHINGTON, July 9, (AP)—The War Department announced today it had signed contracts with 16 additional civil schools for elementary flying training of aviation cadets.

These contracts, the department said, completed the Air Corps civil school program.

Addition of the 16 schools gives the Air Corps 41 elementary schools operating under 40 contracts. All the new schools are to go into operation by early Autumn to help attain the 30,000 pilot training goal.

Among operators of the new schools, their business address, and location of the schools were:

Embry Riddle Company, Miami, Fla.; Dorr Field, Arcadia, Fla.; Georgia Air Services, Atlanta, Ga., Bennettsville, S. C.; Hawthorne School of Aeronautics, Charleston, S. C., Orangeburg, S. C.; Lodwick Aviation Military Academy, Avon Park, Fla.; Raymond-O'Neal Aviation Company, Douglas, Ga.

Southern Aviation Training School, Inc., Decatur, Ala.; Tuskegee Institute, Tuskegee, Ala.; Akron Airways, Akron, Ohio, Helena, Ark.; Greenville Aviation School, Greenville, Miss.

The school at Tuskegee will be for negro cadets, offering a combined basic and advanced course.

The civil schools give aviation cadets their first ten weeks of instruction. From these schools the cadets go to a basic flying school for a second ten weeks of instruction. A third and last ten weeks course is given at an Army advanced school. Upon graduation from the advanced school a cadet recieves his wings and is commissioned a second lieutenant.

Montgomery, Ala., Advertiser
July 20, 1941

U. S. Dedicates First Negro Flying School

Maj. Gen. Weaver Speaks To Initial Class At Tuskegee Rites

TUSKEGEE, ALA., July 19.—(AP)—The United States army's first flying school for cadets of the negro race was dedicated today, marking the formal beginning of the 99th Pursuit Squadron which within a few months will take its place in the nation's defense forces.

Standing in the shadow of a monument dedicated to Booker T. Washington, noted leader of their race, members of the first class of negro cadets were told by Maj. Gen. Walter R. Weaver, commanding the Southeast Air Corps Training Center.

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A contingent of 278 negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

The school here is one of 42 that make up the southeastern center. Pointing out that it was unique in that it was the first inaugurate for negroes, Gen. Weaver told the cadets that "the eyes of your country and the eyes of your people are upon you" and "the success of the venture depends upon you."

The General emphasized "the responsibility of training for the defense of the United States" and admonished the youths that they "can not be inocculated with the ability to fly. The life of a flying cadet is no bed of roses."

Dr. F. D. Patterson, Tuskegee Institute president, referred to the opportunity given negroes to participate in the Air Corps program as an example of American democracy, and said "this occasion was made possible because of the financial and spiritual backing of the Julius Rosenwald fund, of which Mrs. Franklin D. Roosevelt is a member."

Dr. Patterson said the Rosenwald foundation made possible the purchase of land for construction of the preliminary training unit.

Montgomery, Ala., Advertiser
July 6, 1941

33 Negroes Take Flying Cadet Test

Physical examinations of 33 negro students of Tuskegee Institute, all candidates for appointment as flying cadets in the U. S. Army Air Corps, were made at Maxwell Field within the last week, according to Maj. Clinton W. Davies, president of the flying cadet examining board.

The examinations were made under direction of Capt. M. E. Johnson, M.C.

Maj. Davies said that all had completed a C. A. A. course in elementary flying and that those found both physically and mentally qualified would be enrolled at the Pilot's School at Tuskegee.

Of the 33 given physical examinations 28 were exempt from the mental test because of their college credits. The other five will take the mental test Aug. 12. Applications have been received by the cadet examining board from students of Tuskegee, A. and M. College, Alcorn, Miss., and the A. M. College at Tallahassee, Fla.

The War Department took title to a large tract of land near Tuskegee last week and announced that work would get underway at once on facilities for a Pilot's Training School and the 99th Pursuit Squadron, negro.

High Point, N. C., Enterprise
July 25, 1941

INAUGURATION CEREMONY HELD

July 19, under the shadow of the Booker T. Washington Monument the inauguration ceremony initiating the training of Negroes as military aviators for the United States Army Air Corps was held at Tuskegee Institute. The occasion marked the beginning of the 99th Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty members and townspeople witnessed the exercises.

Major General Walter R. Weaver, Commanding the Southeast Air Corps Training Center, Maxwell Field, Montgomery, Alabama, in addressing the young men who have been selected as cadets said: "This training school which is one of 42 such schools in the Southeast Air Corps Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled. The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with these in front of you, you cadets cannot help but be inspired."

"The life of a flying cadet is no bed of roses," General Weaver continued, "because it means keeping fit and submitting to the most rigorous training. Such training is necessary for when you are in combat in the air, you are defending your country and you are on your won to make decisions."

Dr. F. D. Patterson, President of Tuskegee Institute, who presented General Weaver, praised the Administration and army officials for the opportunity given members of the race to participate in the air corps and cited it as an example of American democracy. He pledged Tuskegee's interest and support and expressed appreciation to the Julius Rosenwald Foundation, of which Mrs. Eleanor Roosevelt is a member, for making possible the purchase of land for construction of the preliminary training unit.

Other speakers were Dr. Eugene H. Dibble, Jr., manager, U. S. Veterans Facility, Tuskegee, Alabama, and Capt. George H. Holland, Commander-elect of the Britton G. McKenzie Post No. 150 of the American Legion, which is composed of members of the Tuskegee Institute Faculty, the veterans administration facility and community, many of whom were present in uniform. Both Dr. Dibble and Capt. Holland emphasized the large opportunity for service in the program of National Defense which the creation of this unit offers to the Negro youth of the nation.

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The Tuskegee Band, Capt. Frank L. Drye, conducting, furnished music for the occasion.

PASTOR'S AID SOCIETY TO MEET

The Pastor's Aid Society of Mt. Vernon Baptist Church will meet at the home of Mrs. C. B. McCrae at 614 East High Street this evening (Friday) at 8 o'clock. Every member is urged to be present.

Lakeland, Fla., Ledger & Star Tele
July 20, 1941

Army Launches Its First Negro Flying School

TUSKEGEE, ALA., July 19—(AP) The United States army's first flying school for negro cadets was dedicated today, marking the formal beginning of the 99th pursuit squadron which within a few months will take its place in the nation's defense forces.

Standing in the shadow of a monument dedicated to Booker T. Washington, noted leader of their race, members of the first class of negro cadets were told by Maj. Gen. Walter R. Weaver, commanding the southeast air corps training center:

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A contingent of 278 negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

47a-1941
Kansas City Call
Kansas City, Mo.

Begin Training for 99th Pursuit Squadron

MAR 28 1941

WASHINGTON, D. C. — The War Department announced Monday more details of its plan for the formation of the 99th pursuit squadron at Tuskegee institute.

Creation of this squadron, the first Negro tactical unit in the Air Corps, requires the training and commissioning of 33 flying cadets to be pilot officers, and transfer or commissioning of six to 14 non-flying officers, and the enlisting and training of 276 soldiers for duty as mechanics and other technical specialists.

Training of pilots will be started about October 1, at Tuskegee institute. Applications for flying cadet appointments will be received by Corps Area Commanders. Standards for appointment will be the same as for white applicants, who must be unmarried, and must have passed their twentieth but not their twenty-seventh birthday. They must have completed at least two years of college work or pass a written examination which demonstrates the equivalent education.

Flying cadets are paid $75 a month and receive $1 a day ration allowance. The Tuskegee course of training will require 30 weeks. Upon successful completion of the course, a flying cadet is eligible for appointment as Second Lieutenant in the Air Corps Reserve and is subject to call to active duty.

MAR 28 1941

At least four of the non-flying officers for the squadron will come from existing ground units of other arms of the service. All Army and Corps Area commanders have been notified that four Negro officers, lieutenants or captains, are to be detailed to the Air Corps for one year of non-flying duty. Any Negro officers desiring this detail may make application to their commanding officers. These officers will be needed about September 1, 1941.

To Chanute Field

Two more prospective Negro non-flying officers will enroll as students April 7 at New York university in engineering courses utilized by the Air Corps in training many of its engineering officers. Upon completion of their work there these two students will go to Chanute Field, Rantoul, Ill., to complete their training.

Enlisting of the 276 soldiers for duty as mechanics and other technical specialists will be started immediately. They will be recruited in various sections of the country and will be sent to Chanute Field for training starting April 1.

Upon completion of training at Chanute Field the men will be transferred to Tuskegee to serve as maintenance crews for the pilot training school. Each Negro candidate for enlistment must be a high school graduate and must pass aptitude tests to determine his suitability for attendance at an Air Corps technical school.

MAR 28 1941

A nucleus of 14 enlisted men from existing colored units has been ordered to Chanute Field to prepare for the reception of the recruits for processing, issuance of uniforms, innoculations, and basic military training. Instructors will be furnished from Scott Field, in Belleville, Ill., and Lowry Field, Denver.

MAR 28 1941

List Quotas

The 276 recruits will be enlisted for three years at stations with the following quotas:

Mitchel Field, New York	40
Bolling Field, D. C.	40
Maxwell Field, Alabama	60
Patterson Field, Ohio	30
Chanute Field, Illinois	50
San Angelo, Texas	30
March Field, California	26

The technical courses to be given at Chanute Field, number of students and time required for training are as follows:

Course	No. of Students	Period in Week
Air mechanics	151	22
Instruments	4	8
Parachute riggers	3	8
Metalworkers	2	14
Welders	2	14
Teletype Maintenance	4	8
Armorers	14	12
Radio operators and mechanics	26	22
Clerks (technical)	12	16
Clerks (administrative)	40	16
Telephone maintenance	2	22
Automobile mechanics	3	22
Machinists	2	17
Electricians	2	4
Weather observers	6	12
Weather forecasters	3	26

Pittsburgh Courier
Pittsburgh, Pa.

ASK ARMY TO ALTER RULES FOR NEGROES

APR 5 1941

CHICAGO, Apr. 3—(ANP)—Because the educational opportunities for Negroes are comparatively restricted and there are many capable young men who never attended college, the Chicago Tribune editorially last week urged the Army Air Corps to change its requirements for entrance.

APR 5 1941

After pointing out the air corps has "taken at least the first step in democratizing the service by calling for volunteers for its first Negro unit," the Tribune, which for some time has fought for Negroes in the air force, said:

"As in the rest of the air corps, the flyers must have two years of college training, and the ground personnel at least a high school education. The army is bringing in college Negroes but it is passing up the Joe Louises, who might be even better airmen.

"The finest flying appears to depend more on physical condition and fast responses than on academic aptitudes. Eddie Rickenbacker never got to college, but he was America's ace of aces in the World War. As to ground crews, the best garage mechanics are often men of little or no schooling.

APR 5 1941

"These considerations apply with still greater force to Negroes than to others, for their educational opportunities are more restricted. The concentration of colored winners in the sprints and jumps in any track meet demonstrates their quick reflexes and sound condition. Many of the best mechanics are young Negroes like Joe Louis, who came to the great factories of the north from the cotton fields with hardly any education."

Columbus, Ga. Ledger
March 24, 1941

Tuskegee to Get Air Training Unit for Negroes

MONTGOMERY, Ala., March 24—(AP)—Plans for creation of the 99th Pursuit Squadron of 276 enlisted men, the first negro unit of the air corps, were announced today by the Southeast Air Corps Training Center. Enlistments will be taken within a week.

Applications also will be accepted from negro candidates for appointment as flying cadets. This unit will have about 33 pilots.

The 276 enlisted men will be trained as maintenance crews, and like all other men recruited for the air corps, must have at least a high school education.

UNIT AT TUSKEGEE

After the men complete basic training at Chanute Field, Ill., they will be transferred to Tuskegee, Ala., where the 99th Pursuit Squadron will be formed.

There the flying phase of the training will begin at a flying cadet school to be established near Tuskegee Institute.

Prospective recruits for ground service were advised they would be accepted in the order in which they apply—first come, first serve.

Selma, Ala., Times Journal
April 3, 1941

Tuskegee Expects To Grab Most Of Air Corps Places

TUSKEGEE, Ala., April 3—(AP)—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the Army's first all-negro air unit—the 99th Pursuit Squadron—is activated here October 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitch-hiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 Army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson, first negro to win a commercial pilot's license, runs the program and holds an Army contract to give elementary training to the fledglings of the 9th.

The cadets will meet the same requirements as for white Air Corps fliers, having two years of college education—or the ability to pass an examination showing equivalent knowledge—must be single and between 20 and 27 years of age.

Ozark, Ala., Star
March 27, 1941

Negro Squadron To Be Recruited

The Southeast Air Corps Training Center, Montgomery reported plans Monday for creation of the Ninety-Ninth Pursuit Squadron of 276 enlisted men, first Negro unit of the U. S. Air Corps, at Tuskegee Institute.

Enlistments will be taken within a week, officers said.

Applications also will be accepted from Negro candidates for appointment as flying cadets. The unit will have about 33 pilots.

The 276 enlisted men will be trained as maintenance crews. A high school education is required as among other recruits for the air corps.

The men will complete basic training at Chanute Field, Ill., before being transferred to Tuskegee. Air training will be given at a flying cadet school to be established near the Institute.

Mobile, Ala. Press
April 3, 1941

TUSKEGEE HOLDS EDGE ON JOBS IN NEGRO AIR CORPS

First Unit of Kind Expected To Become Activated October 1

TUSKEGEE, Ala., April 3.—(AP) Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the army's first all-negro air unit—the Ninety-Ninth Pursuit Squadron—is activated here October 1.

The Ninety-Ninth is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selections of these men is expected to take only a few weeks.

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Atlanta, Ga. Journal
April 9, 1941

TUSKEGEE TO BE PRIMARY PILOT TRAINING SITE

School for Negroes, First Such in Army, Is Announced Here

By BOB COLLINS

The selection of Tuskegee, Ala., to be the site of a primary Air Corps training school for Negroes, first such school in the history of the Army, was announced Wednesday by officials at Fourth Corps Area headquarters here in a move which was regarded as being in line with military plans to remedy a possible shortage in the supply of plane pilots.

Army officials previously had revealed that the first all-Negro air unit, the Ninety-ninth Pursuit Squadron, is to be activated at Tuskegee, October 1, and collegians at Tuskegee Institute have been working under civilian instructors as they prepared to take Air Corps examinations for places in that unit.

The Negro pilots will be required to meet the standard requirements established by the Army before they will be selected as flying cadets and given the training which will lead to commissions as second lieutenants in the Air Corps Reserve.

To be considered for acceptance in the Negro Air Corps school, applicants must be between the ages of 20 and 26 and must have completed two years' work at an accredited college or university or must pass an educational examination.

50 in First Quota

The first quota to be trained at the school will include approximately 50 Negro flying cadets, Army officials said. Their primary instruction will begin as soon as plans are completed for establishing the school at Tuskegee.

Approximately 60 colored college men now attending ground school at Chanute Field, Rantoul, Ill., may get top consideration for filling the first quota at Tuskegee. That group is composed of 10 men each from Morris Brown, Morehouse, Clark University and 30 from Tuskegee Institute.

It was pointed out that Chanute Field probably will continue to be used as the ground school for Negroes, with Tuskegee as the primary training school. It was unofficially predicted that the latter may become the finishing or graduate school for colored fliers.

A civilian pilot training school has been in existence at Tuskegee since 1940, and recently the institute fleet has grown to 12 planes, shop facilities have been built and engine laboratories set up.

Contract for training of the pilots under the civilian program has been held by Charles A. Anderson, first Negro to win a commercial pilot's license.

Ground Crew

At present a 276-man ground crew among high school graduates who must pass special aptitude tests is being recruited at Tuskegee Institute.

Both the Army and the Navy have been reported authoritatively to be preparing to increase their means for adding to their pilot strength. As one step in that direction, they are considering plans to accept enlisted men as pilots.

The Navy already has approved a recommendation that 20 per cent of its flying force be enlisted men. With few exceptions, only officers now fly American military and naval planes.

Many naval and military officials believe that only by following the example of Germany and Great Britain in making pilots of enlisted men can the Army reach its objective of 30,000 fliers a year.

Montgomery, Ala., Advertiser
April 3, 1941

Negro Air Unit Quota Is Filled

Scarcely had announcement been made that 276 negro enlisted men would be needed for the first negro tactical unit in the Air Corps—the 99th Pursuit Squadron, to be located at Tuskegee Institute—than Maxwell Field reported its quota of 60 men had been filled.

Virtually all of those accepted, it was said, came from the Atlanta area. All are high school graduates and, with few exceptions, have had from one to three years' of college training. They have been sent to Chanute Field, Rantoul, Ill., for processing and training in the following courses: Air mechanics, instruments, parachute riggers, metal-workers, welders, teletype maintenance, armorers, radio operators and mechanics, technical clerks, administrative clerks, telephone maintenance, automobile mechanics, machinists, electricians, weather observers, and weather forecasters.

Training of pilots at Tuskegee is to begin about Oct. 1.

Newberry, S. C. Observer
April 8, 1941

Colored Youths To Be Enlisted In Air Schools

May Enlist For Three Years; Will Be Sent to Chanute Field

Chanute Field, Ill., April 5.—Qualified colored youth of the United States who are interested in a career in aviation are now being given an opportunity to obtain one of the finest practical educations available in the technical aspects of aviation at the Air Corps Training School. Chanute Field, Rantoul, Ill., according to Col. R. E. O'Neill, commanding officer of the post.

Three year enlistments are now open for 50 colored recruits at Chanute Field. Quotas alloted to other Air Corps recruiting stations will bring the total to enlisted at this time to 276.

All recruits will be sent to Chanute Field, where they will be trained as airplane mechanics and in various specialist fields in the technical school there. Upon graduation, the colored technicians will be sent to Tuskegee Institute, Tuskegee, Ala. to form the enlisted crews for the 99th Pursuit Squadron, an all-colored outfit to be organized there.

Training and commissioning of 33 flying cadets to be pilot officers of the squadron, the first colored tacical unit in the Air Corps, is scheduled to start at Tuskegee about October 1.

A nucleus of 14 enlisted men from existing colored units has been ordered to Chanute Field to prepare for the reception of the recruits for processing, issuance of uniforms, inoculations, and basic military training.

However, 75 colored recruits enlisted at Chanute and other recruiting station have already arrived and are awaiting completion of recruit training and assignment to school.

Besides having opportunities to take flights in army airplanes, the colored soldiers will be trained in the following fields: air mechanics, instruments, parachute riggers, metalworkers, welders, teletype maintenance, armorers, radio operators, technical and administrative clerks, telephone maintenance, automobile mechanics, machinists, electricians, weather observers and weather forecasters.

Although candidates for appointment as flying cadets must have at least two years of college or pass an equivalent academic examination candidates for enlistment at Chanute Field are required only to be high school graduates, hold a journeyman's rating in some mechanical trade or pass an academic examination equivalent to a high school education.

Applicants must be unmarried, from 18 to 35 years of age, in good physical condition, and of good moral character. If less than 21 years of age, applications for enlistment must be accompanied by written consent of parents or guardian. A high school diploma or other academic credentials, and a birth certificate, must be presented by the applicant.

After meeting all other requirements, candidates for enlistment must pass the Air Corp's standard trade test, required of all recruits, to qualify for the technical school.

The first 12 recruits who arrived at Chanute Field, all enlisted at Maxwell Field, Ala., averaged a year and a half at college, according to Colonel O'Neill.

47a-1941

Chicago Defender
Chicago, Illinois

White Aircraft Workers Converted On Race Issue

JAN 1 1 1941

LOS ANGELES — The "brothers" of the Vultee unit local 683 of the United Automobile Workers' union, have paused to do some careful scrutinizing of the exact meaning of their term "brothers," and it has resulted in a few realizations as concern their Negro "brothers."

When the Vultee group which is a C.I.O. unit at the Vultee Aircraft company, gave a public dance recently in celebration of a victorious strike, Negro brothers attended the dance with guests, but not for long because the white brothers asked them to leave.

Some alert Vultee brother called it to the atention of the others that such a thing was a little inconsistent. The Negro brothers were brothers too. Hadn't Negro brothers worked and picketed and helped in every way to win the strike which meant so much to Vultee workers? Wasn't it true that the national C.I.O. policy is one of no discrimination? And furthermore, while they were on the subject, it might be realized too that California is not giving a fair break to Negro brothers as concerns work in defense industries. There being only three Negroes working in all of southern California aircraft.

And so, in the end, the Vultee unit drew up a resolution which was agreed upon by a satisfactory majority. First they apologized to the Negro brothers for the action at the dance. The contents of the resolution follow:

WHEREAS: At a public dance given by the Vultee unit of local 683 two Negro union brothers and their guests were asked to leave, and

WHEREAS: This action is in direct contradiction to the national C.I.O. policy of no discrimination because of race, color, creed, nationality or political affiliation, and

WHEREAS: The success of our drive to organize the aircraft industry depends upon the broadest possible public support, and

WHEREAS: The Negro people who helped on our picket line with donations of food and money in our recent successful strike, are part of that public, and

WHEREAS: We recognize that discrimination of any kind is the weapon used by the employer and his organizations to split and divide us in our struggle for a higher standard of life, therefore be it

RESOLVED: That we apologize to the Negro people for this action and that we give our complete assurance that this action will not be repeated, and be it further

RESOLVED: That this local 683 of the United Auto Workers, C.I.O. do all in its power to break down the anti-labor, racial discrimination policy in the aircraft and national defense industries recognizing that our national defense must rest on the maintenance of our democratic principles, foremost among which is the right of every citizen to an opportunity to earn his livelihood without discrimination.

Black Dispatch
Oklahoma City, Okla

U. S. War Department To Establish Air Squadron At Tuskegee Institute

33 Pilots, 400 Enlisted Men and 27 Planes to Comprise Equipment

Fi[illegible]re Negroes Trained For Air Service

JAN 2 5 1941

TUSKEGEE INSTITUTE.—(ANP)—President F. D. Patterson announced Friday that notice had been received from Assistant Secretary of War aPtterson in Washington, D. C., that the war department was proceeding immediately with plans to establish the formation of a pursuit squadron at Tuskegee institute. This will be the first time that the United States army has trained Negro flyers for army service. Assistant Secretary Patterson, announcing the formation of the squadron in Washington, said that it was part of the army's policy of having Negro units in all branches of the armed services of the country.

The squadron, Secretary Patterson said, would consist of 400 enlisted men, 33 pilots and 27 planes. Enlisted men for the squadron will be selected with care and trained at Chanute field, Ill., where the army is building one of the greatest air schools in the country.

A flying field and all other facilities for advanced army flying will be deevloped at Tuskegee. The sum of $1,091,000 has been appropriated for the development at Tuskegee.

The choice of Tuskegee for the establishment of the air squadron was based undoubtedly upon the splendid record made by the CAA flying school which has been operating there. Tuskegee's students in the primary CAA flying course established a record of 100 per cent of the students taking the course qualifying. Twenty students had been allotted to the group which in some fashion grew to 21. Nevertheless all 21 of the students passed with the highest marks of any similar group, colored or white, in the entire southeastern area.

President Patterson of Tuskegee, who has established a committee to work for a flying field at Tuskegee which would be owned by the school and used for preliminary training so that students could qualify for the advanced army work, was quisk to point out that Tuskegee would still need the private flying field which a national committee of graduates and citizens is trying to raise $25,00 to build, in order to give the primary training to enable students to qualify for the army course.

Afro-American
Baltimore, Marylan

99th Air Unit Trainees Off to Maxwell Field

CHANUTE FIELD, Ill. (ANP)—Ground crew trainees of the 99th Pursuit Squadron left here Sunday for Maxwell Field, army air base at Montgomery, Ala., where they will be stationed until completion, sometime in December, of their permanent base at Tuskegee.

In the group, including mechanical trainees and members of the air base detachment, were 364 men, 334 of whom went by troop train while the others used private conveyances.

30 Left Behind

Approximately thirty others, including a few who have not completed their courses and those confined to the hospital, will join the unit at Maxwell field later.

At Tuskegee, where 1500 workmen, on day and night shifts, are rushing completion of the new air base, the ground crews will be joined by the squadron's pilot officers, the first group of whom entered the second phase of their training last week.

Kansas City Call
Kansas City, Mo.

Tells White Press Negro Flyers Want To Join the Army

JAN 3 - 1941

JEFFERSON CITY, Mo. — The hope that Negro aviators will be accepted into the army air corps was expressed recently by Charles Malcolm Ashe, instructor of government-sponsored aviation courses at Lincoln university, when interviewed by a writer representing The St. Louis Post-Dispatch.

In Sunday's edition of that liberal daily, one of the nation's leading newspapers, Mr. Ashe's picture and a generous writeup concerning his life were published.

"I consider my students good pilot material," the Post-Dispatch quoted Mr. Ashe as saying. "Six of them are ready for tests for a private pilot's license and the other four will come through. One fellow had a scary experience when a control locked during a maneuver and the plane dropped to about 800 feet before he regained full control. I explained what had gone wrong and the student is again making fine progress."

Attempts are being made to assure that the elementary course will be followed by an advanced course, Mr. Ashe said. If the army, which has a jim-crow policy, refuses to enlist Negro pilots, the L.U. flyers hope to become flying instructors.

Bystander
Des Moines, Iowa

Airmen Plan to Campaign For Flyers in Air Corps Without Regard to Race

JAN 23 1941

BY ENOC P. WATERS, JR.

Chicago—A strong resolution condemning the War Department's plan to establish an all-Negro pursuit squadron as a part of the United States Army Air Corps was adopted by the National Airmen's Association here Friday.

At the same time, the association, made up of Negro flyers throughout the country, voted to intensify its campaign to have Negroes integrated without regard to race into the United States Army Air Corps which presently bars Negroes.

According to under secretary of War, Patterson, the squadron consisting of a ground crew of 400 men, 33 pilots and 27 planes, will be set up at Tuskegee institute in Alabama where a flying field and other facilities will be provided.

The ground crew, according to the announcement will be trained at Chanute field Illinois for several months before going to the southern school. The squadron, it is understood, will be commanded by a white officer.

Cornelius R. Coffey who in addition to being the president of the Chicago chapter of the association is also national president, in commenting said the action taken Friday is in line with the association's policy.

"Our fight for entrance into the air corps has been long. We don't intend to compromise now. Both the army and navy have stressed tradition in arguing against the abolition of segregated units.

"In the air corps there is no tradition either favorable or unfavorable to complete racial integration. If we permit the establishment of a Negro unit, it will be establishing a precedent which will be hard to break down.

"We'd rather be excluded," Coffey said, "than to be segregated. There's no constitutional support for segregated units and the only traditions existing in aviation as I know it, are ones which would make complete integration sane and logical."

Willa B. Brown secretary of the association and coordinator for Chicago's CAA programs held up the Civilian Pilot Training Program as an example of a successful interracial project in aviation.

"There is no segregation in the CAA programs" she said, "and there have been no race riots or violence because of this fact. I think the War Department is attempting to inject the racial issue where none has existed in the past."

Lanett, Ala. Times
January 29, 1941

NEGRO UNITS

In line with the policy of creating negro units in every branch of the service, the War Department announces that an all-negro pursuit squadron, consisting of 33 pilots and a ground crew of 400 men, all colored, will be trained at Tuskegee, Ala.

Afro-American
Baltimore, Maryland

Reporter Finds Air Corps Now Accepts Colored Applicants

Learns He Can Be Sworn into Service in Double-Quick Time

FEB 8

By Staff Correspondent

"That's all changed. We are taking applications from qualified colored men who want to enter the air corps. The army's organizing a new pursuit squadron at Tuskegee and I can swear your application in right away."

This was the curt correction Captain James S. Sutton, white, president of the United States Air Corps Flying Cadet Board, made as Recruiting Sergeant Shullman was meticulously explaining to an AFRO reporter on Wednesday that in the past it had been the army's policy not to accept colored men's applications.

Talk of Pursuit Squadron

I had told the recruiting sergeant that I, a colored man, wanted to join the flying cadets just prior to that and Sergeant Shullman had answered by telling me there was talk of starting a pursuit squadron, but as yet they were taking no applications.

Earlier in the day I had gone to the U. S. Recruiting Office in the basement of the Court Square Building, Baltimore, where the circulars admonishing me and other patriotic Americans about the virtues of "joining the Flying Cadets" said go.

At that office I was met by a white officer who asked me how much education I had, then wanted to know if I didn't really want to drive a truck. When I told him I wanted to become a flying cadet, he told me the air corps recruiting offices had been moved to the Fifth Regiment Armory.

He informed me there was a doctor there ready to examine me.

Denied Medical Blank

Later, at the Fifth Regiment Armory, I noted that white men who came in to join the air corps, seasoned flyers (not flying cadets), were given medical blanks and an examination by a doctor. For all of these, however, this was their second or third interview, apparently. I asked for a medical blanks but was not given one.

After that change in instructions from his superior officer, Sergeant Shullman filled out an application blank in triplicate for me, put Captain James S. Sutton's name on it in the proper space. with a typewriter, and I would have been started on the first step toward becoming a flying cadet had I been sworn in.

I asked for "time to think it over," though, so the photostatic copies of my application could be printed in the AFRO, that the world and the colored race in general might know that any colored man with two years of college credits between the ages of 20 and 26 can make application for the United States Air Force.

I wanted to have the pictures of those applications printed so that colored people everywhere might know that the "army jim-crow" is on the run.

The steady fight of the NAACP, the Urban League, churches and even radical organizations, has won one battle in the war against jim crow — and that against the mighty U. S. Army.

More "Rivers to Cross"

Sergeant Shullman, at the Fifth Regiment Armory on Preston Street, was very careful to inform me that the acceptance of an application did not immediately make me a cadet.

He told me my application would have to be passed upon by the board, that I would have to get the three letters of recommendation from citizens that are required from all candidates for the air force, a transscript of my college credits, and a baptismal or birth certificate.

Captain James Sutton informed me that any application that is properly filled out and signed can be sworn by a notary public or by certain officers of the army.

New York Age
New York, N. Y.

THE NEGRO PURSUIT SQUADRON

JUL 19 1941

ANNOUNCEMENT from the War Department states that Captain B. O. Davis jr., West Point graduate and former head of military science at Tuskegee Institute, is now attending a military aviation school, presumably with the idea of having him head the Negro pursuit squadron of the Army Air Corps, now being formed. While we have no objection to Captain Davis heading this squadron, it seems to us that the War Department is overlooking several qualified aviators and delaying the formation of the squadron by waiting until Captain Davis can receive the necessary training and flying hours to qualify as its leader.

To our way of thinking, the wiser course would have been to turn to some of the instructors in the Civilian Aeronahtics courses being given at such institutions as West Virginia State, Howard, Hampton, the A. and T. College of Greensboro and Tuskegee. These men are already qualified flyers and would only need instructions in the military phases of their jobs, whereas Captain Davis must learn to fly, which takes a much longer time. Then there is Col. John Robinson, who served in the Ethiopian-Italian war, and who is qualified both by training and experience to head such a squadron.

JUL 19 1941

It seems to us that the War Department is not only delaying the formation of the squadron in its present policy but is also encouraging the suspicion in the minds of many people that the pursuit squadron was formed only to put an end to criticism of the department's discriminatory policy, and was never intended to see active service.

47a-1941

The Plaindealer
Kansas City, Kan.

Chicago Tribune Urges Non-College Negroes For Air Forces

APR 4 - 1941

CHICAGO, April 4 (ANP) — Because the educational opportunities for Negroes are comparatively restricted and there are many capable young men who never attended college, the Chicago Tribue editorially last week urged the army air corps to change its requirements for entrance.

After pointing out the air corps has "taken at least the first step in democratizing the service by calling for volunteers for its first Negro unit," the Tribune, which for some time

"As in the rest of the air corps has fought for Negroes in the air force, said: APR 4 - 1941 the flyers must have two years of college training and the ground personnel at least a high school education. The army is bringing in college Negroes but it is passing up the Joe Louises, who might be even better airmen.

"The finest flying appears to depend more on physical condition and fast responses than on academic aptitudes. Eddie Rickenbacker never got to college, but he was America's ace of aces in the world war. As to ground crews, the best garage mechanics are often men of little or no schooling. APR 4 - 1941

"Those considerations apply with still greater force to Negroes than to others, for their educational opportunities are more restricted. The concentration of colored winners in the sprints and jumps in any track meet demonstrates their quick reflexes and sound condition. Many of the best mechanics are young Negroes like Joe Louis who came to the great factories of the north from the cotton fields with hardly any education."

Gadsden, Ala., Times
April 10, 1941

Tuskegee To Get New Air School

Primary Course Is In Addition To All-Negro Pursuit Squadron There

ATLANTA, April 10.—(AP)—A primary air corps training school for Negroes, first of its kind in Army history, will be established at Tuskegee, Ala., Army officials at Fourth Corps Area headquarters have announced.

The school is not to be confused with the first all-Negro air unit, the ninty-ninth Pursuit Squadron, which will be activated at Tuskegee some time in the Fall, Army officials said.

Students at Tuskegee Institute already are undergoing training by civilian instructors for places in the unit.

Requirements for Negro flying cadets will be the same as required for white cadets at established training schools. Applicants must be between the ages of 20 and 26, in good physical condition with at least two years of college education.

Army officials here said the first quota to be trained at the school would be filled mostly from the 60 Negro men now attending the ground school at Chanute Field, Rantoul, Ill.

How many men eventually will be trained at the field Army officials here said they did not know and added they did not believe that the war department had arrived at definite plans.

In all probability, army men said, Chanute Field will be retained as a ground school, with Tuskegee as the primary training school. No plans have been formulated for a finishing school, but it was said unofficially that Tuskegee may be given that rating.

A civilian pilot training school for Negroes has been in operation at Tuskegee since last year.

At present a 276-man ground crew is being recruited at Tuskegee from among high school graduates who have passed a special aptitude test.

Daily World
Atlanta, Georgia

99th Negro Air Pursuit Squad Fast Taking Shape

APR 4 1941

APR 4 1941

Ground School Candidates Going Through Tests

APR 4 1941

TUSKEGEE, Ala.—(S N S)—Tuskegee Institute's Army air pilot school is growing by leaps and bounds. Collegians learning the fundamentals of flying are convinced they'll win most of the 33 pilot assignments when the first all-Negro air unit—the Ninety-ninth Pursuit Squadron—is activated here October 1.

APR 5 1941

Reportedly, the Ninety-ninth is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

The school has grown with amazing speed. It was authorized in 1940. Soon afterwards, students started hitch-hiking 40 miles to Montgomery to take their lessons because there was no field here. A short while later, a temporary field was cleared only seven miles away.

APR 4 1941

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 Army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the colored fliers use their field and hangars.

APR 4 1941

At the present time a new field is under lease here, the institute fleet has grown to 12 ships, shop facilities have been built and engine laboratories set up.

Tuskegee's aviation is being run by Charles A. Anderson, first Negro to win a commercial pilot's license. Anderson holds an Army contract to give elementary training to the Ninety-ninth's fledglings.

APR 4 1941

Pittsburgh Courier
Pittsburgh, Pa.

100 YOUTHS NEEDED FOR SQUADRON

APR 19 1941

WASHINGTON, D. C., April 17—With the United States geared to the task of arming and equipping a huge army and race leaders demanding that Negroes be accepted in every branch of the armed services, a complicated situation has developed. The War Department has authorized the formation of an all-race air squadron but it seems they cannot get a sufficient number of young men to apply for the air corps. APR 19 1941

This was revealed by William H. Hastie, aide to the Secretary of War, in a telegram to the Courier. Recruiting has been slow and Judge Hastie says more than 100 men are needed for the Pursuit Squadron that will be stationed at Tuskegee Institute.

Chicago Bee
Chicago, Illinois

Doors Now Open To Negro Flyers

APR 13 1941

The doors of the United States Army Air corps are now open to Negro youth. An opportunity exists to learn the highly technical and intricate phases of army aviation. Young colored men between the ages of 20 and 27 years can apply at their nearest recruiting station. APR 13 1941

Applications are being accepted for both pilots, who must have had two years of college training, and for mechanical and technical specialists who must have completed high school.

Applicants will be eligible for service with the 99th Pursuit squadron to be stationed at Tuskegee.

Apply at the local recruiting office or federal building for complete information.

Pittsburgh Courier
Pittsburgh, Pa.

Negro Youth May Fly!

APR 12 1941

The doors of the United States Army Air corps are now open to Negro youth. An opportunity exists to learn the highly technical and intricate phases of army aviation. Young colored men between the ages of 20 and 27 years can apply at their nearest recruiting station. Applications are being accepted for both pilots, who must have had two years of college training, and for mechanical and technical specialists who must have completed high school. APR 12 1941

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Apply at the local recruiting office or federal building for complete information.

Selma, Ala., Times Journal
April 9, 1941

AERIAL SCHOOL FOR TUSKEGEE

Primary Unit Will Be First Of Kind In Army History

ATLANTA, April 9—(AP)—A primary Air Corps training school for negroes first of its kind in Army history will be established at Tuskegee, Ala., Army officials at Fourth Corps Area headquarters announced today.

The school is not to be confused with the first all-negro air unit, the 99th Pursuit Squadron, which will be activated at Tuskegee sometime in the fall, Army officials said.

Students at Tuskegee Institute already are undergoing training by civilian instructors of places in that unit.

Requirements for negro flying cadets will be the same as required for white cadets at established training schools. Applicants must be between the ages of 20 and 26, in good physical condition with at least two years of college education.

Army officials here said the first quota to be trained at school would be filled mostly from the 60 negro men now attending ground school at Chanute Field, Rantoul, Ill.

How many men eventually will be trained at the field Army officials here said they did not know and added they did not believe that the War Department had arrived at definite plans.

In all probability, Army men said, Chanute Field will be retained as a ground school, with Tuskegee as the primary training school. No plans have been formulated for a finishing school, but it was said unofficially that Tuskegee may be given that rating.

A civilian pilot training school for negroes has been in operation at Tuskegee since last year.

At present a 276 man ground crew is being recruited at Tuskegee from among high school graduates who have passed a special aptitude test.

Panama City, Fla., Herald
April 3, 1941

Negro Aerial Unit Nearing Completion

Tuskegee Students Thought to Have Edge on Tests

TUSKEGEE, Ala., Apr. 3 (AP)—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the army's first all-negro air unit—the 99th Pursuit Squadron—is activated here Oct. 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Rapid Growth

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitch-hiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 army type training plane, with students at nearby Auburn (Alabama Polytech) voted unanimously to let the negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laborities set up. Charles A. Anderson, first negro to win a commercial pilot's license, runs the program and holds an army contract to give elementary training to the fledglings of the 99th.

The cadets will meet the same requirements as for white air corps fliers, having two years of college education—or the ability to pass an examination showing equivalent knowledge—must be single and between 20 and 26 years of age.

Dublin, Ga., Citizen
April 24, 1941

U. S. ALLOCATES FUNDS FOR FIRST NEGRO AIR UNIT

WASHINGTON, April 20 The War Department reported today that temporary buildings and other facilities to cost $1,813,402 would be constructed at Tuskegee, Ala., for the first Negro tactical unit in the Army Air Corps.

The unit, the 99th Pursuit Squadron, will include 477 officers and men, of whom 405 will be attached to the Air Corps. The squadron is to have 33 pilots.

Plans call for expenditure of $469,765 for administration and housing, while technical radio equipment is expected to cose $1,178,782. Engineering overhead was listed as $164,855.

The War Department said the station will be constructed after leasing of land has been completed. All work will be under direction of the Army engineers.

Columbus, Ga., Ledger
April 21, 1941

U. S. Will Spend $1,813,402 At Tuskegee

WASHINGTON, Apr. 21—(AP)—Uncle Sam plans to spend $1,813,402 on temporary buildings and other facilities at Tuskegee, Ala., for the army's first negro tactical unit in the air corps.

The war department announced the construction program yesterday and said work would be started after the land had been leased.

The unit will be the 99th Pursuit Squadron with 477 officers and men.

Atlanta, Ga. Constitution
April 21, 1941

U. S. Allocates Fund for First Negro Air Unit

War Department Plans $1,813,402 Plant at Tuskegee.

WASHINGTON, April 20.—(AP) The War Department reported today that temporary buildings and other facilities to cost $1,813,402 would be constructed at Tuskegee, Ala., for the first Negro tactical unit in the Army Air Corps.

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The War Department said the station will be constructed after leasing of land has been completed. All work will be under direction of the Army engineers.

Charlotte, N. C. Observer
April 21, 1941

TUSKEGEE GETS NEGRO AIR UNIT

More Than $1,800,000 Will Be Spent In Alabama on Facilities for Unit.

WASHINGTON, April 20.—(AP)—The War department reported today that temporary buildings and other faclities to cost $1,813,402 would be constructed at Tuskegee, Ala., for the first Negro tactical unit in the Army Air corps.

The unit, the 99th Pusuit squadron, will include 477 officers and men, of whom 405 will be attached to the Air corps. The squadron is to have 33 pilots.

Plans call for expenditure of $469,765 for administration and housing, while technical construction such as hangars, runways, night lighting and radio equipment is expected to cost $1,178,782. Engineering overhead was listed at $614,855.

The War department said the station will be constructed after leasing of land has been completed. All work will be under direction of the army engineers.

Daily World
Atlanta, Georgia

Gets Defense Job

TUSKEGEE, Ala.—(SNS)—Booker T. Washington, 3rd grandson of the educator and founder of Tuskegee Institute, was recently appointed to work with the firms of Riley and Robinson of Washington, D. C., and McKissick and McKissick of Nashville, Tenn., in the planning of the new Army Aviation School for the 99th Pursuit Squadron to be constructed at Tuskegee. Also chosen with Booker T, 3rd were Percy Dill, Conrad Johnson and Hayden Craigwell, students of New York University. Dill was recently awarded 3rd prize in a nation-wide competition for his design of a modern radio station.

Booker T. Washington, 3rd, as a graduate of Tuskegee Institute, Department of Mechanical Institute, 1938, and was employed by the Institute as assistant instructor in the Architectural Division at the time of his graduation. He was a student at New York University when he received the apointment to return to Tuskegee.—de Mille Foto Features.

47a-1941

Daily World
Atlanta, Georgia

New Air Corps Ruling May Help Race Prospects

MAY 8 - 1941

WASHINGTON, D. C.—(ANP)—A new ruling by the war department is expected to open the army air corps to those Negroes who might want to join but previously could not measure up to requirements.

The war department announced that men who have completed the eighth grade in school, would be enlisted provided they attained a rating of 100 in intelligence tests and were otherwise qualified. Until now, a high school education or a journeyman's rating in a trade was required.

MAY 8 - 1941

Sumter, S. C., Daily Item
June 10, 1941

Sumter Negro Youth Trains Be Air Pilot

Willie Lee Ashley, Jr., of Hampton and Tuskegee Institute is visiting his parents on W. Bartlette street.

Young Ashley, after finishing high school at Morris College, entered Hampton Institute, at Hampton, Va. He is now a rising senior and received private pilot licenses recently.

For outstanding work he was awarded a scholarship to Tuskegee Institute for advanced work. From this institute he has received "restricted commercial license" with one hundred and ten flying hours to his credit, fifty of which are for acrobatics and stunt flying.

Willie Lee has the distinction of being a member of the first class to train flying cadets for the 99th Pursuit Squadron, which will begin training about September 1st. This is the first all negro air corps. He has selected the cross country course which offers 120 hours of instrument and contact flying. Such a course requires special equipment, one of which is a plane of at least four passengers.

Tuskegee is the only negro college that offers an advanced or secondary civilian training program.

This course is equivalent to the elementary or first phase of the army.

During the cross country flights other negro colleges and larger cities are to be visited in an effort to stimulate the negro youth in aeronautics.

He will return to Tuskegee this week.

Troy, Ala., Messenger
June 10, 1941

Negro Contractors Get Tuskegee Work

WASHINGTON, June 10—(AP)—The War Department said today negro architects and contractors would construct an army air base for negro units at Tuskegee, Ala.

Contracts estimated at $1,480,295 were awarded to McKissick and McKissick, Nashville, Tenn., for construction and Hilyard R. Robinson, Washington, D. C. Architect.

Chicago Defender
Chicago, Illinois

OTHER PAPERS SAY—

NEGROES AND THE ARMY
(The Chicago Tribune)

Two youths who stole an airplane the other day and ended a joyride with a crackup on the Outer drive were not pioneers in that type of escapade. Neither was the fact, disclosed by reports of the affair, that the plane belonged to a colored flying instructor exactly unique.

JUN 28 1941

Others of his race have met the exacting tests required for an air instructor's license. In time, it is to be hoped, these demonstrations that color is no bar to flying skill will result in widening the present tiny opening by which Negroes may enter the war service. The army is to be congratulated on making the present opening. Racial complications are not to be dismissed lightly, and a great deal of prejudice had to be overcome to get to the present point.

Max Schmeling's appearance among the Nazi parachutists in Crete was not unexpected. They are an elite corps and get the most athletic of the German personnel. The man who some years ago whipped Schmeling and sent him to a hospital is subject to the draft. If he is called, Joe Louis and other colored athletes should have the opportunity to volunteer, if they wish, for the parachute or air corps.

Kansas City Call
Kansas City, Mo.

Receiving Instruction At Technical Training School at Rantoul, Ill.

Men at Chanute Field Learning to Be Airplane Mechanics, Aircraft Armorers, Clerks, Radio Operators

By SGT. A. J. SINDT

CHANUTE FIELD, Ill.—(ANP)—The 99th Pursuit squadron, temporarily located at Chanute field, is as busy as the proverbial "bee" days, with 275 men now attending the Air Corps Technical training schools.

JUL 4 1941

These men are receiving instruction as airplane mechanics, clerks, aircraft armorers, radio operators, parachute riggers, teletype maintenance men and operators, weather observers and forecasters, aircraft welders, aircraft metal-workers, Link-trainer specialists, every thing pertinent to the mainteenance and upkeep of modern military aircraft.

In addition, 30 colored flying cadets recently began flight instruction at Tuskegee institute; the course of instruction given these cadets is of the same high standards as that given those attending Randolph and Kelly fields, Texas. Other groups will follow.

But, first a word about the 99th Pursuit squadron. The 99th was activated March 19 and although the recruiting seemed slow at first, this organization has now a strength of 397 men. They came from all walks of life, from the Morris Brown college, from cities throughout the nation; potential lawyers and other students with great possibilities of a fine career ahead of them. All forsook these opportunities to enlist under the colors of Uncle Sam.

Quarters and separate messing facilities were set up on the northeastern portion of the field. Actually, they comprise a section by themselves.

JUL 4 1941

Lt. Col. E. L. Branham 3rd ranking chaplain in the United States army, senior post chaplain here at Chanute field set up special facilities to care for the spiritual needs of the 99th.

Every Sunday morning a Sunday school is held in the old post theater which has been set aside as an assembly room for lectures, services, and other occasions, and at 10 a.m., Rev. George Jones, an A. M. E. minister from Urbana, Ill., conducts the religious services. "Attendance at these services is much higher in comparison than those held for the white boys," Chaplain Branham remarked.

Rev. Jones now has an application for a commission in the chaplain's reserve corps pending.

"We have formed an unusually fine glee club within the 99th pursuit group," the chaplain went on to say, "and it has appeared by invitation at churches in Champaign, Urbana, Rantoul, and the immediate surrounding community." Once a month the Rantoul M. E. church holds "open house" to the 99th and the facilities of the church basement are txetnded from 6:30 to 10:00 p.m.

Everybody looks forward to Chaplain Branham's Sunday visits. It is at this time that the colonel takes his portable organ through the barracks of the 99th Pursuit squadron. They sing, tell stories; everybody has a good time.

JUL 4 1941

It will be some time yet before the 99th moves to its permanent base at Tuskegee. The men must all be trained first, and that will take several months still.

Meanwhile, the members of the 99th are very busy. They're learning what makes an airplane motor roar, how to take engines apart and put them together in better shape than ever; they're learning about the arms of their new profession, machine guns and bombs; they're being taught how to forecast weather accurately in order that the pilots of the 99th may fly safely, learning the intricacies of the dots-and-dashes of radio code, all of which will make the 99th Pursuit "tops" among the outfits of the U.S. Army Air Corps.

They are good students, too. They're industrious, quick to catch on. And, most important of all, they want to learn! They're determine that their "bit" in the defense of America shall be no small role.

Chicago Defender
Chicago, Illinois

BEGIN WORK ON AIRDROME AT TUSKEGEE INST.

H. Robinson, Architect, Arrives To Draw Up Plans For Project

TUSKEGEE INSTITUTE, Ala.—The presence on Tuskegee's campus, Monday, of Hilliard Robinson, architect, Washington, D. C., marked the beginning of the development of the third program of aeronautic activity at Tuskegee Institute.

JUL 5 1941

Robinson was recently named the architect for the airdrome for the jim crow 99th Pursuit Squadron which will be located about 4½ miles from the campus of Tuskegee Institute.

The basic and advanced phases of military flying will be taught at the

99th Pursuit Squadron Training school at Tuskegee, Ala. Robinson is the architect. McKissack and McKissack, Nashville, Tenn., are the contractors.

The ground will be broken for this new development within a few weeks. This airdrome for the jim crow 99th Pursuit Squadron will be a training base. As fast as cadets complete the training at this base they will be sent out into active service. The personnel for the jim crow squadron will consist of enlisted men, ground instructors, communication officers, mechanics, civilians and cadets in training.

The training of the ground crew for the segregated squadron has already been indicated. Sixty students from Alabama and Georgia left several weeks ago for Chanute Field, Rantoul, Ill., for training in aircraft maintenance, and several have gone since for training in the communication service.

Flight surgeon Captain Maurice Johnson has been at Tuskegee for several months pursuing study and training for duties of flight surgeon. After examination, he will be given further experience to equip him for his duties as flight surgeon for the squadron.

Captain Benjamin O. Davis, Jr., who in the spring was transferred from assignment and duty as professor of military science and tactics at Tuskegee institute to Fort Riley, Kansas, has recently been transferred from Fort Riley to Tuskegee institute where he is now undergoing training as a flying cadet. It is thought that Captain Davis will become squadron commander.

Ground duties in connection with the maintenance of the airdrome will be performed by enlisted men, but only after they have reecived special training for work at an air field.

For assignments to this special type of training for ground duty, a group of Negro enlisted men have been sent to Maxwell Field, Montgomery, Alr.

In every instance the men who are being trained for work in connection with the jim crow squadron airdrome have been sent to the best places available in this country.

Daily World
Atlanta, Georgia

99th Squadron, Now With 397 Men, Is Learning Quickly

(By SGT. A. J. SINDT)

CHANUTE FIELD, Ill.—(ANP)—The 99th Pursuit squadron, temporarily located at Chanute field, is as busy as the proverbial "beehive" these days, with 275 men now attending the Air Corps Technical training schools.

These men are receiving instruction as airplane mechanics, clerks, aircraft armorers, radio operators, parachute riggers, teletype maintenance men and operators, weather observers and forecasters, aircraft welders, aircraft metal-workers, link-trainer specialists, everything pertinent to the maintenance and upkeep of modern military aircraft.

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ACTIVATED MARCH 19

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SUNDAY SCHOOL HELD

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RECRUITS ARE BUSY

Everybody looks forward to Chaplain Branham's Sunday visits. It is at this time that the colonel takes his portable organ through the barracks of the 99th Pursuit squadron. They sing, tell stories; everybody has a grand time.

It will be some time yet before the 99th moves to its permanent base at Tuskegee. The men must all be trained first, and that will take several months still.

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They are good students, too. They're industrious, quick to catch on. And, most important of all they want to learn! They're determined that their "bit" in the defense of America shall be no small role.

Franklin, Ga., News and Banner
June 20, 1941

The new Army Air Base to train negro pilots at Tuskegee, Ala., widely publicized as the nation's first all-negro unit will be just that. The War Department announced Saturday that contracts totaling $1,480,295 for the base have been awarded the McKissick & McKissick Construction Company, Nashville, Tenn and Hilyard R Robinson, Washington D. C. Both are negro firms

Christian Index
Jackson, Tennessee

McKissack and McKissack Awarded $1,451,478 Government Contract

McKissack and McKissack of Nashville, Tennessee, one of the largest Negro architect and contracting firms of the country has been awarded a Government contract for the Air Field and Cantonment near Tuskegee, Alabama for $1,451,478.

This is perhaps one of the largest, if not the largest contracts ever awarded a Negro firm by the United States Government.

For many years this firm has served as the Connectional Architects and contractors of our Connection. Our magnificent Publishing House was constructed by them in 1933. They also erected at Texas College in 1940 the R. A. Carter Hall, the new Physical Education Building and the Athletic Stadium.

Birmingham, Ala., Age-Herald
June 20, 1941

TUSKEGEE GETS AIR CADET FUND

Army Awards Contract For Training Negro Pursuit Pilots

WASHINGTON, June 19—(AP)—The War Department awarded an $80,000 contract Thursday to Tuskegee Institute, Tuskegee, Ala., to give preliminary training to aviation cadets enrolled for the Ninety-Ninth Pursuit Squadron, the first Negro unit established in the Air Corps.

The contract is for one year, with the first class of 10 cadets beginning training July 19 and actual flying instruction starting Aug. 23. Preliminary instruction will be given approximately 100 cadets, enrolled at the rate of 10 cadets to a class. A new class will be formed every five weeks.

Tuskegee will give each class 15 weeks of instruction, the first five weeks being pre-flight training and the next 10 weeks elementary flying instruction.

On completion of the 15-week course, cadets will start their final 20 weeks of instruction at an army basic and advanced flying school to be constructed near Tuskegee.

Formation of the Ninety-Ninth Pursuit Squadron was announced by the army March 21. Fifty-two pilots a year will be trained and commissioned to man the squadron and 6 to 14 non-flying officers will be commissioned or transferred to the unit. In addition, 276 enlisted men of the squadron are now undergoing training as mechanics and technical specialists at Chanute Field, Rantoul, Ill.

Pittsburgh Courier
Pittsburgh, Pa.

Capt. Johnson Flight Surgeon At Tuskegee

TUSKEGEE, Ala., July 3 — In preparation for the formation of the 99th Pursuit Squadron which will train near Tuskegee campus at a new airdrome now being constructed, it was revealed this week that Captain Maurice Johnson has been sent to Tuskegee to pursue study and training for duty as flight surgeon with the squadron. After examination he will be given an opportunity for further experience to fully equip him for the post.

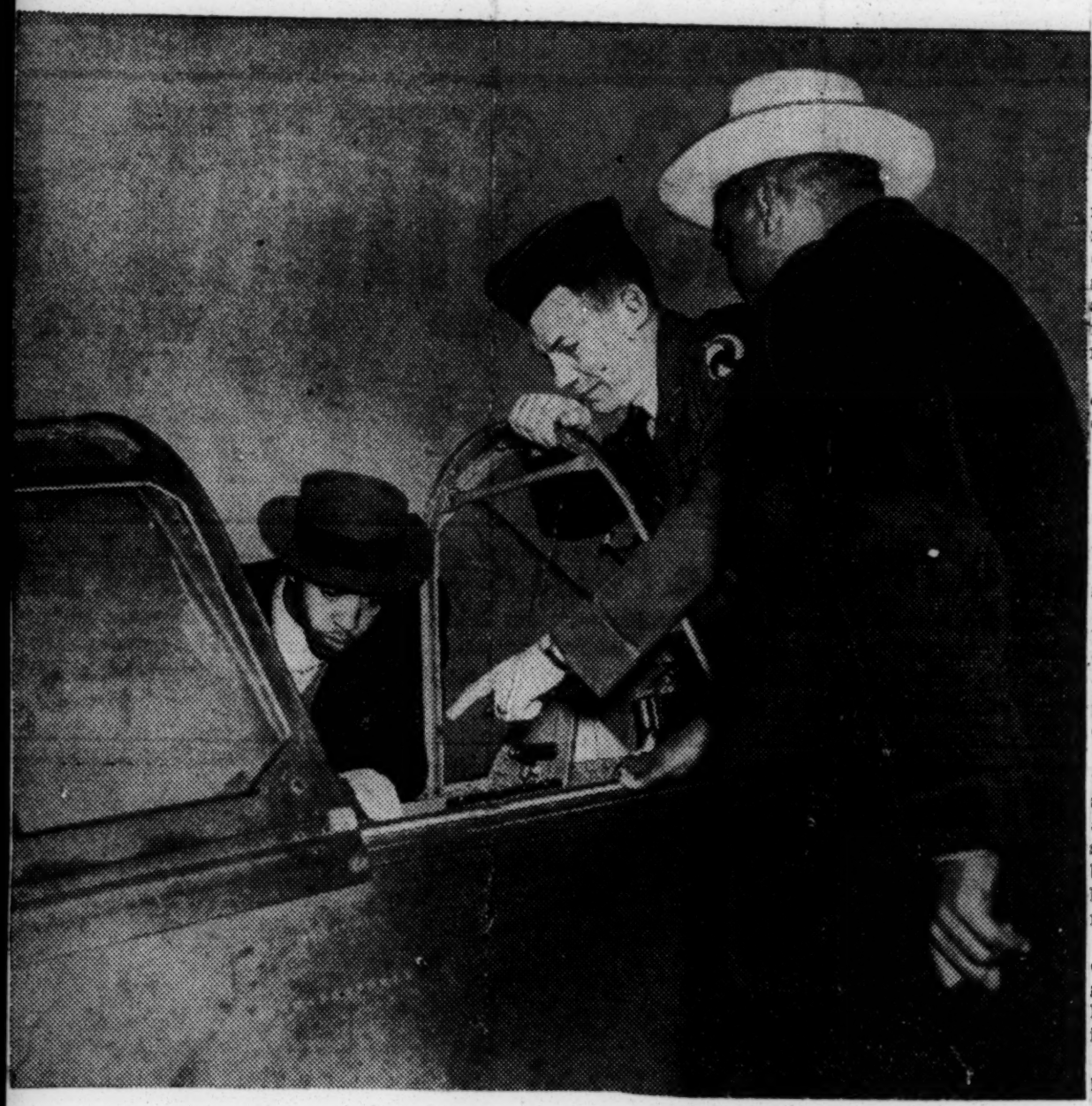
It is believed the army plans to have the all-race air unit completely commandered by race officers.

47a-1941

Charlotte, N. C. Observer
April 2, 1941

NEGROES IN AIR CORPS

Marking the first time that Negroes have been allowed to enlist in the United States army air corps, a group has been inducted at Mitchell field, near New York. Lieut. Joe L. Mason of headquarters squadron, 33rd pursuit group, is showing an army fighting plane's instrument board to Recruits John Petersen, left, and James White, both of Rockville Center, Long Island.



Athens, Ga., Banner-Herald
April 3, 1941

First All-Negro Army Air Unit Is Near Reality

TUSKEGEE, Ala. — (AP) — Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the army's first All-Negro air unit — the 99th Pursuit Squadron — is activated here October 1.

The 99th is moving a long step nearly reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only Negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitchhiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the Negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson first Negro to win a commercial pilot's license, runs the program and holds an army contract to give elementary training to the fledglings of the 99th.

The cadets will meet the same requirements as for white air corps fliers, having two years of college education — or the ability to pass an examination showing equvalent knowledge — must be single and between 20 and 27 years of age.

Chicago Defender
Chicago, Illinois
OTHER PAPERS SAY—
APR 26 1941

NEGROES IN THE AIR FORCE
(Chicago Tribune, March 27, 1941)

The army air corps has taken at least the first step in democratizing the service by calling for volunteers for its first Negro unit. This initial squadron will be composed only of 33 pilots and a ground crew of 276, but that is a beginning.

As in the rest of the air corps, the flyers must have two years of college training and the ground personnel at least a high school education. The army is bringing in college Negroes but it is passing up the Joe Louises, who might be even better airmen.

The finest flying appears to depend more on physical condition and fast responses than on academic aptitudes. Eddie Rickenbacker never got to college, but he was America's ace of aces in the World war. As to ground crews, the best garage mechanics are often men of little or no schooling.

Those considerations apply with still greater force to Negroes than to others, for their educational opportunities are more restricted. The concentration of colored winners in the sprints and jumps in any track meet demonstrates their quick reflexes and sound condition. Many of the best mechanics are young Negroes like Joe Louis who came to the great factories of the North from the cotton fields with hardly any education.

Bainbridge, Ga., Post-Searchlight
June 12, 1941

See where the Government is building a million and a half dollar air school in Tuskegee, Ala., for negros to be trained as pilots. We hope that it proves to be a good investment, but we still don't know how they will be under fire in case of war. They didn't turn out so well as soldiers on their last trip out. However, we imagine there will be quite a few jobs for them to do in the defense program.

Age-Herald
Birmingham, Ala.

U. S. PLANS FOR NEGRO AIR UNIT

APR 21 1941

$1,813,402 In Buildings Will Comprise Post At Tuskegee

WASHINGTON, April 20—(AP)—The War Department reported Sunday that temporary buildings and other facilities to cost $1,813,402 would be constructed at Tuskegee Ala., for the first Negro tactical unit in the army air corps.

The unit, the Ninety-Ninth Pursuit Squadron, will include 477 officers and men, of whom 405 will be attached to the air corps. The squadron is to have 33 pilots.

Plans call for expenditures of $469,765 for administration and housing, while technical construction such as hangars, runways, night lighting and radio equipment is expected to cost $1,178,782. Engineering overhead was listed as $164,855.

The War Department said the station will be constructed after leasing of land has been completed. All work will be under direction of the army engineers.

Specifically, the construction program calls for

APR 21 1941

Seven barracks for enlisted men and one for cadets; 10 hospitals, three organization supply rooms, two officers' quarters, two day rooms and two mess halls; and one each of the following:

Post administration building, fire station, guard house, post exchange, gasoline storage, motor repair shop, recreation building, quartermaster warehouse, commissary, operations building, school building, air corps hangar and shop with parachute building, radio station, control tower, ordnance and signal corps warehouse.

Times-Picayune
New Orleans, La.

FIRST TACTICAL UNIT FOR NEGROES SLATED

APR 21 1941

(By Associated Press)

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Constitution
Atlanta, Georgia

U. S. Allocates Fund for First Negro Air Unit

APR 21 1941

War Department Plans $1,813,402 Plant at Tuskegee

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APR 21 1941

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Telegraph
Macon, Georgia

Tuskegee Gets Air Corps Unit

APR 21 1941

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APR 21 1941

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Argus
St. Louis, Missour

99TH PURSUIT SQUADRON

At last the government has established a flying squadron training school, made up of Negro officers, pilots and enlisted men. This school is located at Tuskegee, Alabama, and the men comprising this unit are really down to work, and are receiving training, the value of which is not easy to estimate.

APR 25 1941

It might be interesting to note that this squadron is composed of 570 men, 63 being officers, 30 pilots and 477 enlisted men. Since the establishment of this unit, however there has come to the fore some criticism on the part of some of the Negro leaders in the country who say that they are opposed to this unit made up entirely of colored men. They call it a government segregated unit. They claim to be unable to see any good in it or, at least, it is said, the good that will come to our group through the training of these men will be offset by the effects of being in a segregated unit.

This, of course, brings up the time-worn question of the two schools of thought among the colored people on the subject of segregation. It takes us back to the Booker Washington-DuBois days. Washington advocated the education of the hands, while DuBois advocated the education of the head. Washington advocated industrial education, while DuBois advocated the college education. Thus the two schools of thought have been prevalent among our group.

APR 25 1941

So far as we can see and understand the great need for us as a group now is training in the mechanical and industrial arts. This need is greater today than ever before in the history of our people in this country. If segregated units will "get us there" more quickly, then we do not believe we will be greatly hurt by going that route. We all are agreed that in some instances segregation is a convenient vehicle to help us on our way. Therefore, such a set up as we have at Tuskegee for the training of Negro pilots is not a bad vehicle for us to put to use at this time. To discuss this subject brings up the whole question of the Negro's participation in the defense program. We, as a group, feel that we are entitled to take a part in all of the armed forces of the United States, whether segregated or not. Once having acquired the knowledge and being in a position to serve, other doors will be opened to us.

Chicago Defender
Chicago, Illinois

EARMARK SUM FOR JIM CROW PURSUIT UNIT

APR 26 1941

War Department Issues Announcement Of New Federal Allotment

WASHINGTON. — Authority has been granted and $1,813,402 reserved for the construction of temporary buildings and facilities for the training school and Jim Crow pursuit squadron at Tuskegee, Ala., the War Department announced, Monday.

APR 26 1941

Plans for the formation of this Jim Crow tactical unit in the Air Corps were originally announced by Robert P. Patterson, the Under Secretary of War, January 17. The unit has been designated the 99th Pursuit Squadron.

The station will be constructed after leasing of land has been completed, and all work will be under the direction of the Corps of Engineers.

Plans call for $469,765 to be spent for administration and housing on the new project while technical construction, including hangars, runways, night lighting and radio equipment will cost $1,178,782. Engineering overhead will amount to $164,855.

APR 26 1941

The following construction for the new station is planned: 7 Barracks, Enlisted Men; 1 Barracks, Cadet; 2 Day Rooms, 3 Supply Rooms (Organization); 2 Mess Halls; 2 Qtrs., Officers'; 1 Qtrs., NCO; 1 Administration Building Post; 1 Fire Station; 1 Guard House; 10 Hospitals; 1 Post Exchange; 1 Flag Pole; 1 Gasoline Storage; 1 Motor Repair Shop; 1 Recreation Building; 1 Warehouse, QM; 1 Commissary; 1 Operations Building; 1 School Building; 1 Shop, AC (Hangar with Parachute Building); 1 Radio Station; 1 Control Tower; 1 Warehouse, Ord. and Sig.; Night Lighting, Paving of Aprons and Taxi Strips, Fencing, Grading and Drainage of Field, Plus Utilities.

Personnel to be stationed at Tuskegee are as follows:

Air Corps Troops: 99th Pursuit Squadron, 33 officers, 210 enlisted men; Group Headquarters and Headquarters Squadron; Air Base Group Detachment, 10 officers, 160 enlisted men; Instructors, 11 officers, 15 enlisted men; Weather Detachment, 11 officers, 10 enlisted men; Communication, 1 officer, 10 enlisted men; Cadets, 30; Air Corps Total, 56 officers, 30 cadets, 405 enlisted men.

APR 26 1941

Other Troops: Quartermaster, 1 officer, 20 enlisted men; Signal Corps, 1 officer, 14 enlisted men; Ordnance, 3 enlisted men; Chemical Warfare Service, 4 enlisted men; Medical Corps, 5 officers, 31 enlisted men; Other Troops Total, 7 officers, 72 enlisted men.

Total Troops: 63 officers, 30 cadets, 477 enlisted men.

Nashville, Tenn. Tennessean
April 21, 1941

Negro Air Corps Unit To Be Built

U. S. Project at Tuskegee Will Cost $1,813,402

WASHINGTON, April 20—(AP)—The war department reported today that temporary buildings and other facilities to cost $1,813,402 would be constructed at Tuskegee, Ala., for the first Negro tactical unit in the army air corps.

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47a-1941

Daily World
Atlanta, Georgia

Negro Airplane Mechanics Report

APR 20 1941

CHANUTE FIELD, Ill.—(ANP)—The first of 75 recruits for training as airplane mechanics arrived here last week and plunged immediately into classes, Col. R. E. O'Neill, commanding officer announced. Prior to this time, although Chanute field boasts the largest school of its kind in the world, there had been no Negro students save when Col. John Robinson of Chicago took training for a few weeks to qualify for an NYA post.

APR 20 1941

The quota for the colored pursuit squadron which is to be stationed at Tuskegee institute is not filled, Col. O'Neill said. He reported that he had 50 vacancies in the present class in the air corps technical school.

The new recruits got busy at once learning air mechanics, handling of instruments, parachute rigging, metal working, welding, teletyping and seeking skill as maintenance men, armoring, radio operators, machinists and related activities.

APR 30 1941

Candidates for enlistment must either be high school graduates or be able to pass an academic examination equal to a high school education. Ages must be from 18 to 35.

Tampa, Fla. Tribune
April 21, 1941

U. S. To Spend Million For New Negro Air Base

WASHINGTON, April 20.—(A.P.)—The war department reported today that temporory buildings and other facilities to cost $1,813,402 would be constructed at Tuskeegee, Ala., for the first negro tactical unit in the army air corps.

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Tampa, Fla. Tribune
April 25, 1941

Negro Air Unit To Receive Aid From Tuskegee

TUSKEGEE, Ala., April 24—(U.P.)—A primary afr corps training school for negroes—first of its type in the country — is coming into being at Tuskegee Institute, famous Southern Negro educational school.

The first all-negro air unit, the 99th pursuit squadron is to be "activated" at Tuskegee next October, and at present a 276-man ground crew is being recruited at the institute.

The first quota to be trained here will include approximately 50 negro flying cadets. Most of these are expected to be drawn from those now attending ground school at Chanute Field, Rantoul, Ill. The majority of these cadets are graduates of or recent students at such negro colleges as Morris Brown, Morehouse, Clark University and Tuskegee.

Double Springs, Ala., Herald
April 25, 1941

Washington—The War Department reported Sunday that temporary buildings and other facilities to cost $1,813,402 would be construction at Tuskegee, Ala., for the first Negro tactical unit in the army air corps.

Reidsville, N. C. Review
May 15, 1941

NEGRO FLYING CADETS WANTED

It was reported today from the Negro Extension office that information and instruction from the aeronautics department of Tuskegee Institute, Alabama, relative to recruiting young men between the ages of 20-27 in this county to serve as flying cadets in the U. S. Army Air Corps, had been received. Information is printed below concerning the procedure to follow.

Negro youths qualifying for flying cadets in this county can receive assistance with application forms, etc., from the Negro Extension office located in Reidsville.

The Army Air Corps offers an excellent opportunity for men who have completed at least two years of college work to become airplane pilots. Those who have qualifications to undergo flying training not only receive the benefit of free tuition under a system of instruction conceded to be among the best in the world, but are paid, fed, and clothed during the time they are students.

Candidates must be unmarried male citizens, between 20 and 27 years of age and able to pass a physical examination. Those who have not satisfactorily completed at least two years of standard college work must pass a written educational examination which is the equivalent thereof.

Upon the completion of the first ten weeks of elementary training at a civil flying school under the supervision of the army, flying cadets are sent to an air corps primary flying school for 10 weeks additional instruction. The final ten weeks of advanced training is given at an Air Corps advanced flying school.

Flying cadets are furnished government transportation from place of enlistment to the flying school. They receive pay at the rate of $75 a month and a ration allowance of $1.00 a day while undergoing training. In addition to free quarters, uniforms and necessary flying equipment.

Upon successful completion of the course of instruction at an Air Corps training center, a flying cadet receives a grade of second lieutenant Air Reserve, with the same pay and allowances as an officer of similar rank in the Air Corps, regular army, approximately $205.50 to $245.50.

Upon release from active duty following the termination of a period of three or more years of continuous active duty, the Air Corps Reserve officer who is not selected for a commission in the regular army is entitled to receive a bonus of $500 in addition to any pay and allowances he may otherwise be entitled to receive.

Applications should be made to the Commanding General of the Corps Area in which the applicant resides. Applications can be obtained from local army recruitting stations.

Advertiser
Montgomery, Ala.

Negro Troops Coming Here For Training

MAY 18 1941

United Press Dispatch Reports Latest Plan On Air Corps

Negro Air Corps troops are to be stationed at Montgomery, Selma, Albany, Ga., and Barksdale Field, La., for training prior to being assigned to a squadron soon to be organized at Tuskegee, according to a United Press dispatch from Washington.

The dispatch states that about one-fourth of a $4,014,521 allocation for new facilities at nine airdromes has been set aside "for construction of housing and administration buildings for negro Air Corps troops."

This report could not be immediately confirmed by officials of the Southeast Air Corps Training Center.

Globe and Independent
Nashville, Tenn.

McKISSACKS GET U. S. CONTRACT AT TUSKEGEE, ALA.

Firm Will Construct Air Base for Training Negro Pilots

Word was received from the U. S. War Department last Saturday that a contract to build an air base at Tuskegee, Alabama where Negro air pilots will be trained has been awarded to the contracting firm of McKissack and McKissack of this city. The cost of the base was set at $1,480,295.

This will be one of the largest contracts the Nashvians have handled in their long and successful career as architects and builders. The firm members are Moses and Calvin L. McKissack and in recent years they have erected some of the most prominent buildings in NaNshville. Among these are Pearl High School, Washington Junior High School, Ford Greene Elementary School, The Morris Memorial Building, the Masonic Temple, the AME Sunday School Union group of buildings and the Morris Memorial Building.

JUN 13 1941

Journal and Guide
Norfolk, Virginia

Race Firm To Build Tuskegee Air Field

JUN 14 1941

WASHINGTON, D. C.—(ANP)—Tuskegee's air field will soon be a reality since the war department on Saturday awarded a contract for its construction to the firm of MacKissack and MacKissack of Nashville. A million and a half dollars have been appropriated for this work.

One of the most modern structures in the aviation field will be constructed at the famous school, including barracks to house the cadets and hangars for the planes, machine shops and work rooms for the ground crews and machinists.

JUN 14 1941

Associated with the firm in the construction of the airport will be Hilyard Robinson, Washington architect, and James Williston, landscape architect of Fisk.

This initial outlay at Tuskegee will assure the school of the finest airport at any similar institution. It is believed that this is the foundation upon which will be built the greatest school for training Negro aviators in the country.

Telegraph
Macon, Georgia

10 Negroes to Begin Air Pilot Training at Tuskegee July 19

WASHINGTON, D. C., July 12 [AP]—Ten young Negroes will begin training July 19, at Tuskegee Institute, Tuskegee, Ala., as pilots for the 99th pursuit squadron, first tactical unit of the Army air forces composed for Negroes, the War department announced yesterday.

An air base is being constructed at Tuskegee to train 100 Negro aviation cadets annually to provide flyers for the 33-pilot squadron.

Cadets forming the first class were listed by the War department as: Private Charles Dudley Brown, at present a member of an anti-aircraft coast artillery battery at Camp Davis, N. C.; Lemuel Rodney Custis, Hartford, Conn.; Frederick Henry Moore, Tuskegee Institute; John Corrie Anderson Jr., Toledo, Ohio; Charles Henry [illegible], Indianapolis, Ind.; George Spencer Roberts, West Virginia State College, Institute, W. Va.; William Arthur Buckner, Port Huron, Mich; Theodore Edward Brown, Evanston, Ill.; Roderick Charles Williams, Chicago, Ill.; Ulysses S. Pannell, Reagan, Texas.

Like all men accepted as aviation cadets by the Air Corps, the ten men have had two years college education or have shown in tests they have the equivalent. They have also met the rigorous physical requirements of the Air Corps.

Weeks at Tuskegee

These aviation cadets will receive five weeks of pre-flight training, including basic military instruction and mathematics. Then, on August 23, they will begin their 10-week course of primary training. These fifteen weeks of instruction will be conducted at Tuskegee Institute, which has been awarded an $80,000 contract for this purpose.

When this phase of the training is completed the men will take a 10-week course in basic and a 10-week course in advanced training in a school operated by the Army Air Corps, at Chehaw, 4 miles from Tuskegee.

When this first class of aviation cadets begins its primary training on August 23, a second class will begin its pre-flight training. By October 4, three classes will be in session and that number will be maintained continuously.

Progress Favorable

Meanwhile favorable progress reports have been received from Tuskegee Institute and from Chanute Field, Rantoul, Ill., where another part of the training project for the 99th Pursuit Squadron is being carried on.

At Tuskegee an air base is being constructed for the squadron by a colored architect and a colored construction concern. The architect is Hilyard R. Robinson of Washington, D. C., designer of Howard University buildings and PWA houses, while the building operations are in the hands of McKissick and McKissick of Nashville, Tenn. The total estimated cost of the work is $1,480,295.

Ground Crew Training

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When these men have completed their training they will be transferred to man the squadron's facilities at Tuskegee on or about October 1. Meanwhile it is reported that these men have taken on a soldierly bearing and deportment and are making excellent progress in their highly specialized training. They also engage keenly in inter-detachment athletic competition.

—A Colored Judge—

Tribune
Philadelphia, Pa.

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Total Of 100 To Learn Combat Flying; 278 In Ground Crews

(Special to Tribune)

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The ten men constitute the first class in this project, according to the official announcement of the War Department, and although the quota of pilots for the squadron is about 33, a total of about 100 aviation cadets will be trained annually, the War Department explains.

Afro-American
Baltimore, Maryland

2nd Unit Joins 99th Air Squad

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Members of the second unit represent a wide geographic distribution and fine educational background. They formerly held jobs as bank messenger, school teacher, draftsman, laboratory assistant, postal clerk, life guard, camp counsellor, hotel waiter and private in the regular army.

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Telegraphers	4
Weather Observers	5
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In addition to the enlisted men, six flying cadets are in training as engineering, weather and communications officers. Upon completion of their courses, the flying cadets will be commissioned with the rank of second lieutenant.

Chanute Field, near Champaign, where the University of Illinois is located, has 19,000 inhabitants, of whom 11,000 are trainees and 8,000 are officers, civilian instructors and enlisted men.

Among the trainees at Chanute Field are nearly 40 Tuskegee graduates.

Chicago Defender
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Occasion Marks Opening Of 'Jim Crow 99th' As Flight School

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The occasion marked the beginning of the Jim-Crow Ninety-ninth Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty members and townspeople witnessed the exercises.

Major General Walter R. Weaver, commanding the Southeast Air Corps taining center, Maxwell Field, Montgomery, Ala., in addressing the young men who have been selected as cadets said:

"This training school which is one of 42 such schools in the Southeast Air Corps Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled. The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with these in front of you, you cadets cannot help but be inspired."

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Dr. F. D. Patterson, president of Tuskegee institute, who presented General Weaver, praised the administration and army officials for the opportunity given members of the race to participate in the air corps and cited it as an example of American democracy.

He pledged Tuskegee's interest and support and expressed appreciation to the Julius Rosenwald Foundation, of which Mrs. Eleanor Roosevelt is a member, for making possible the purchase of land for the construction of the preliminary training unit.

Other speakers were Dr. Eugene H. Dibble Jr., manager, U. S. Veterans Facility, Tuskegee, Ala., and Capt. George H. Holland, commander-elect of the Britton G. McKenzie Post No. 150 of the American Legion, which is composed of members of the Tuskegee Institute faculty, the veterans administration facility and community, many of whom were present in uniform.

L. Drye conducting, furnished music for the occasion.

G. L. Washington, civilian director of the Tuskegee institute air training corps, who was in charge of the exercises, read congratulatory messages from Gen. George C. Marshall, chief of staff, U. S. Army, and other officials of the military and

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This is necessary because experience has shown that about 50 per cent of all pilot candidates normally fail to complete the training course successfully.

One Enlisted Man

One of the aviation cadets is an enlisted man in the Army. He is Private Charles Dudley Brown, Headquarters Battery, 100th Coast Artillery (Anti-aircraft Camp Davis, N. C. The other nine cadets who qualified from civilian life are:

Lemuel R. Custis, 67 Pliny street, Hartford, Conn.; Frederick H. Moore, Tuskegee Institute, Ala.; John C. Anderson, J., 669 Indiana avenue, Toledo, Ohio; Charles H. DeBow, 2843 Boulevard Place, Indianapolis, Ind.

George S. Roberts, West Virginia State College, Institute, W. Va.; William A. Buckner, 524 Willow street, Port Huron, Mich.; Theodore E. Brown, 1819 Ashland avenue, Evanston, Ill.; Roderick C. Williams, 3556 South Parkway, Chicago, Ill.; Ulysses S. Pannell, Reagan, Texas.

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47a-1941

Afro-American
Baltimore, Maryland

First Aviation Squadron Gets Down to Business

LANGLEY FIELD, Va. — The First Aviation Squadron, activated here about two months ago, is getting down to its training program after a long period which led some of its personnel to conclude that the outfit would have no function in aviation.

The squadron members are assigned to gassing and servicing planes and balloons, at the hangars, as well as to general guard duty.

Capt. Charles Graves, commander of the outfit said the men will be trained for defense of air fields, and are being instructed in the use of pistols, machine guns and rifles, and also will be taught to fight invaders from holes and other protective cover.

NOV 18 1941

Veteran "Top-Kick"

There are 210 men in the squadron, and this number will be increased. First Sergeant Frank Hightower, who has been in the army for twenty-four years, is the top-ranking non-commissioned officer.

He served overseas with the 514th Engineers, and later enlisted in the Twenty-fourth Infantry. He was shifted here from the 366th Infantry at Fort Devens.

Sgt. Hightower is from Hampton, Ga., and men from his State and Alabama predominate as non-commissioned officers, although most of the men are from the Distict of Columbia.

Non-Coms Listed

Sgt. Taylor C. Webb also served overseas. Supply Sgt. Willie White is from Charleston, S.C. Other non-commissioned officers are Sgt. James Culpepper, Edward J. Earlie, Bennie L. Brantley, Maxie J. Carter, Frederick D. Hyman and John T. Arnold.

As soon as the outfit has enough men qualified by length of service, corporals' stripes and specialists' ratings will go to others.

NOV 18 1941

Three members of the squadron are serving as clerks in the administration building for the whole field. They are Gordon P. Flagg of New York and William W. Reynolds and Edward L. Mitchell of Washington. The latter two studied at Howard University.

14 Recent Enlistees

Squadron clerks are Nathaniel Hall, who was a student at Miner Teachers' College, and John W. Brown of Lynchburg, who was educated at Virginia State College.

NOV 18 1941

Fourteen members of the squadron recently enlisted. They are Alfred S. Myers, Marshall L. Lanier, James C. Jackson, Frank S. Pinn, Harry E. Strother, James J. Wright, Arthur H. Tate, Leroy J. Bell, Odell A. Brown, James H. Garrett, Troy E. Jones, William D. James, Leon Wright and James W. Turner.

Pittsburgh Courier
Pittsburgh, Pa.

Cadets Get Army Wings At Tuskegee

NOV 1 1 1941

NOV 8 1941

TUSKEGEE, Institute, Nov. 16. The first class of Negro flying cadets, known as Class 42C, have completed the first leg of their drive toward the coveted goal of commissions in the U. S. Army Air Corps.

The elementary air corps training which has just been completed was given on the Air Corps Detachment Field of Tuskegee Institute. On November 8, with appropriate ceremony, the cadets of Class 42C will begin basic training at the Army Air Field which, it is understood, will become the 99th Pursuit Squadron Base.

Class 42C, which was present at the ceremony, July 19, 1941, inaugurating the training of Negroes for the Army Air Corps, has run true to national pattern of army pilot training in that 50 per cent successfully completed the elementary stage.

NOV 8 1941

Major James A. Ellison is commander of the Advanced Flying School. Captain Guisserman is his right hand man. Lieutenant Lovenberg will be flight instructor. William M. Womack is director of physical education. Major DeHaven Hinkson is head of medical staff. Captain N. N. Rayner, post quartermaster.

Birmingham, Ala. Age Herald
November 12, 1941

AIR FORCE TAKES PART IN PARADE

English Cadets March In Capital's Armistice Day Celebration

MONTGOMERY, Ala., Nov. 11—(AP)—The growing might of America's air force and the close relationship with Britain was demonstrated dramatically Tuesday as thousands of United States and British flying cadets marched together in an Armistice Day parade.

It was believed by Montgomery officials to have been the first time Britons have participated officially in an armistice parade in this country, at least on such a large scale. Some 3,000 American cadets and several hundred Britishers were in the line of march, bayonets bared to the sun, while airplanes zoomed overhead.

In between the companies strode color-bearers with the Stars and Stripes, the Union Jack and the blue Banner of the air corps rippling in the chilling breeze. The gray-clad trainees from across the ocean were accorded waves of applause.

Gray ladies and white-clad Red Cross volunteers, R. O. T. C. boys and military school students, American Legionnaires, enlisted men from nearby army posts, including a company of Negroes, marched down Dexter Avenue from the capitol past a reviewing stand occupied by high army, state and city officials.

The Maxwell Field band, others from Sidney Lanier High School and the Negro Reform School at Mt. Meigs, played "Over There" and other martial tunes at intervals. At 11 a.m. the marchers paused and thousands of onlookers who lined the streets stood with bared heads as bugles sounded "Taps" in memory of those who died in the first World War.

At the First Baptist Church, where hundreds of Baptist messengers were attending their annual convention, there was a brief pause for prayer for restoration of peace to the world.

Advertiser
Montgomery, Ala.

DEC 11 1941

Negro Airport Ground Servicemen Complete Training at Tuskegee

DEC 11 1941

Completion of 90 days of intensive training in the first course of its kind offered negroes and the immediate beginning of a second class of trainees at Tuskegee Institute is announced by the Works Projects Administration's nation-wide project for the training of airport servicemen.

Of the ten members of the first training class for negro airport servicemen, seven have already been promised jobs at the Tuskegee airport or have had assurances of jobs at other airports in the vicinity. It is expected that the others will have no difficulty in obtaining employment as a result of their training.

The airport servicemen's program, of which the class at Tuskegee Institute is a part, operates in 37 states throughout the country. Approximately 550 persons are in training at 51 airports where the program is conducted. Fifty classes have been completed. This means that some 500 graduates are now able to service the nation's mounting number of airplanes. Already, more than 70 per cent of the trainees have received private employment as a result of their training.

Supporting this important nation-wide project are the Office for Production Management, the Civil Aeronautics Administration, and the Office of Education. These three government agencies are sponsor and co- sponsors respectively The airport ground service training course is conducted by the WPA with the cooperation of local aviation officials.

DEC 11 1941

Typical of similar classes located in other parts of the country, the enrollment of future ground service experts at Tuskegee Institute is made up of men taken from the WPA rolls in the vicinity. Most of the men have been employed on a soil conservation project of the WPA. One trainee had been a waiter in one of the dining halls at Tuskegee Institute. All of these men had to meet strict qualifications based on education, health, sight, hearing, and ability to meet the public. The first negro trainees were reported as showing up well even in the early period of their training.

O. A. L. Burnside, a youthful and enthusiastic negro, who received his training in Syracuse, N. Y., is the WPA instructor in charge of the project at Tuskegee. He is responsible for the actual training of the men under him to service airplanes, airplane equipment, and to learn all of the many angles of ground service work.

DEC 11 1941

Mr. Burnside teaches regular daily classes. With the aid of diagrams on a blackboard he begins the course of training by giving the trainees information on the functions of the different parts of planes. Practical experience is gained by the trainees servicing ships in all kinds of weather. The trainees not only learn to clean airplanes, but they check landing gears, controls, fuel and oil and other functions vital to the operation of planes in flight. All phases of the training, either in the hangars or on the field, are done under the watchful eyes of the instructor.

Ground service trainees under Mr. Burnside's supervision are divided into two groups. Classes and instruction egin at 6:30 in the mornings and continue until 6:30 in the evenings. A grounded Stinson training ship has been placed at the disposal of the WPA project.

DEC 11 1941

At the Tuskegee airport, where these trainees have become a part of the ground service crew, are several airplanes provided by the U. S. Army air forces. Other ships there are small cub trainers. The Tuskegee Institute airport was approved by the Civil Aeronautics Administration as a site for the training of airport ground servicemen.

Tuskegee News
Tuskegee, Alabama

Tuskegee Airport Announces Open House Sunday

Announcement is made by Captain Paul Gieselmann and Major James Ellison that visitors are invited to come out and see the air base project which is in progress out beyond Chehaw. Open house or "open field" will be held next Sunday afternoon from 12:30 until 4:30 when the public is invited to visit the airport and see the progress that is being made.

NOV 27 1941

Many visitors have had to be turned away in past weeks because the project was not ready to be viewed and because visitors could not be tolerated during working hours.

Quite a large number of interested citizens of this section will want to take advantage of the opportunity to go out and inspect this project during the afternoon hours Sunday.

Afro-American
Baltimore, Maryland

99th Airmen Surprised to Find South Not So Sunny

DEC 27 1941

TUSKEGEE, Ala. — (ANP)— The 99th Pursuit Squadron and its supporting detachment, the air base group, are now in the deep South, but many of the boys from the Northern States, who had heard stories of the sunny South, have learned that this section of the country is not all that the name implies.

The men are being quartered in Tent City until barracks are completed. They have found that the South is not so warm as they had thought it would be.

Tent City is made up of thirty tents for the enlisted men, three for the aviation cadets, a bath house, mess hall and latrine. Plumbing facilities are sufficient and sanitary. Drinking water is brought from Tuskegee under supervision of the medical department.

Food Is Fattening

Meals are prepared under the supervision of Staff Sergt. Henry T. McLendon, Jr., on field kitchens heated with butane gas. The food is plentiful and fattening, though it may not always suit every man's taste. Considering the handicaps of the setup, things are being done exceptionally well here.

The cantonment area is nine miles from Tuskegee Institute and a like distance from the Veterans' Administration, but ready access to both is provided by the transportation officer. Both the school and the community have thrown open their doors to the members of the squadron.

Tuskegee has accepted the men as its own and is showering them with Southern hospitality. A man's hardest job is deciding which of the many invitations he receives he will accept. The library offers many good books for those who prefer study.

75 Chanute Men Here

Although over 400 men left Chanute Field, only about seventy-five are stationed here. Others are at Maxwell Field at Montgomery, Ala., training with the quartermaster corps. They will be sent on here when living facilities permit.

DEC 27 194

Despite the unexpected cold, the handicaps under which food is prepared and eaten, and the distance the men must travel for social contacts, the members of the squadron are comfortable, happy and consider it an honor to be here to help KEEP 'EM FLYING.

Tuskegee News
Tuskegee, Alabama

Funds Be Provided For Completion Flying School

DEC 18 1941

Since the original appropriation for the Tuskegee Flying School had been nearly exhausted, there had been some dubious speculation as to what the outcome would be. We are glad to give the following information from U. S. Senator Lister Hill:

"Delighted to tell you that War Department advises me that necessary funds will be provided as soon as possible to complete the essential features of Tuskegee Flying School. Regards, Lister Hill, USS."

47a-1941

Amsterdam News
New York, N. Y.

Report Tuskegee Air Field Slated for English Cadets

DEC 27 1941

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What alarms those who are interested in the advent of the race in Army aviation is that while no official order has been given, it is expected if the English take over the post that the unit will be shifted. The officers of the squadron, while none could be found to issue a statement or even to mention the matter, are said to dread the possibility of moving the 99th to another section.

Some criticism has arisen over the fact that in selecting trainees for the 99th, the Army has been sending men who possessed the requisite physical and intellectual qualifications but without flying experience. There are numbers of young Negro college men who have taken the C. A. A. primary and secondary courses, but thus far only five of these have been called.

No objection has been raised to the use of the Tuskegee field by the English if they are merely going to share its facilities with the colored cadets but undoubtedly a great protest will go up if the colored airmen are shunted off to some other place and the Britishers given this spot.

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DEC 27 1941

President Patterson, of Tuskegee, whose efforts together with those of his staff and interested persons throughout the country, brought the 99th Squadron to Tuskegee in the first place, is outspoken in his hope that no change is to be made in the squadron's station.

"I think it is perfectly clear," Dr. Patterson said, "that there is no objection to the use or the sharing in the use of the field by the English or any other fliers as a part of the national emergency due to our war participation. However, to come in and completely take over the field and move our fliers out in order to accommodate white fliers if that is the plan, is certainly carrying on race prejudice and segregation with a vengeance at a time when it would seem that the development of internal disharmony and dissension can least be afforded."

President Patterson is said to have launched a vigorous inquiry into the matter. He is also reported to have called the attention of the War Department to the apparent fallacy of their program of failing to select colored C. A. A. trainees as cadets for training.

Chicago Defender
Chicago, Illinois

Exams For Air Corps Instructors

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Applicants must be at least 20 years old and not over 40, although age limits will be waived for persons granted veterans' preference. They also must have at least 14 units of high school study, together with either college training from a recognized institution, or three or more technical years experience in aviation.

DEC 27 1941

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Kansas City Call
Kansas City, Mo.

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However, some flyers who are opposed to racial segregation in the air corps, took issue with Dr. Patterson.

DEC 27 1941

"If the War Department did not know it at the time," they said, "it knows now that it acted contrary to the will of the people when it established the jim crow Ninety-ninth unit.

"If it is true that the field is needed to train British flyers, we would say turn it over to them, providing the Ninety-ninth is disbanded as a unit and its members scattered among other units. Then we'll have a democratic air corps which can demonstrate as well as fight for the preservation of our democratic ideals."

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On the other hand it is hardly conceivable that if they are going to move the English to Tuskegee that they will leave the Negro mechanics and base attendants or even the fliers there. There are those who say that the English trainees have in some instances shown less tolerance than white southerners, though this is strongly doubted.

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"However to come in and completely take over the field and move our fliers out in order to accommodate white fliers if that is the plan, is certainly carrying on race prejudice and segregation with a vengeance at a time when it would seem that the development of internal disharmony and dissension can least be afforded."

Shown Dr. Patterson's statement, a fine thing, we repeat that this provides the War Department with another chance to show us that it is certainly carrying on race prejudice and segregation in the air corps.

"We are sure that other flyers in the country would approve the discarding of the Ninety-ninth in favor of integration."

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New York Age
New York, N. Y.

Want More Negroes In Air Corps

DEC 27 1941

A public announcement that Negro Americans will be enlisted in greater numbers in the Army Air Corps and trained at several schools and bases used for the training of all cadets, was asked for by the NAACP last week in a letter to Lieutenant General H. H. Arnold, who was recently advanced in the Air Corps command.

It was pointed out that Filipinos, who are not technically U. S. citizens, whereas Negroes are, are accepted and given training in the armed forces without discrimination. The NAACP said that the knowledge of this, compared with the discrimination against them, is not improving the morale of either the Negro soldier or the Negro citizen.

DEC 27 1941

The NAACP said that the quota system now in vogue and the limitation to the separate training center at Tuskegee, are not adequate.

Chicago Defender
Chicago, Illinois

CIVILIAN AIR CORPS

In a letter to Mayor F. H. LaGuardia, national director of civilian defense, Dr. Malcolm S. MacLean, president of Hampton institute, asked for clarity on the position that Negro flyers will play in the civilian air corps just established as a branch of the Office of Civilian Defense.

Dr. MacLean's inquiry grew out of a statement made by Mayor LaGuardia on November 26, that "the civilian air corps will embrace the protection of all non-military airports and will enlist all private flyers, on a voluntary basis, who are not in military or naval service."

In view of the undemocratic attitude of the various defense agencies, it is quite evident that the true purpose of Dr. MacLean's inquiry was to induce a clear cut declaration of policy and put the newly established civilian air corps on record as either in favor or against segregated air units. It is inconceivable that any segment of our national defense in these critical days should be dissipating much needed energy on extension of an indefensible racial demarcation.

DEC 27 1941

Quite an impressive number of students at Howard, Hampton, Tuskegee and at the Harlem airport in Chicago have completed advanced aeronautical training and have their private licenses. They are anxious, eager to serve their country. If they are to be segregated or denied the opportunity to aid in the strengthening of America's air defense, they want to know it now. It is better for all of us to know and expose the enemies of our democracy while there is time to repair the damage.

In making so timely a request of the national director of civilian defense, Dr. MacLean shows plainly that his analytical sense is in advance of the mentality of a host of college presidents

Afro-American
Baltimore, Maryland

Tuskegee Airport May Go British

By ANP

DEC 27 1941

WASHINGTON

Fear that colored aviation cadets may be robbed of the two-million-dollar airport now being completed near Tuskegee Institute is gaining wide expression as a result of War Deartment rumors.

Although confirmation is lacking, reports indicate that the field is being considered as a base for training British airmen, hundreds of whom have been sent to the United States in preparation for service with the R.A.F. or the Royal Canadian Air Force.

Maxwell Field Overtaxed

A number of these British airmen are now being trained at Maxwell Field, near Montgomery, Ala., which is said to be overtaxed as a result of increasing requirements of our own pilot-training program.

Because English trainees are said in many instances to show less racial tolerance than white Southerners, it is considered unlikely that the 99th Pursuit Squadron, for which the Tuskegee field is being built, will be allowed to even share it with the Britishers.

DEC 27 1941

Officers Uneasy

Officers of the squadron, while openly non-commital, are understood to be uneasy as to whether the unit will be shifted to a center considerably less suitable than Tuskegee, where satisfactory racial relations have been established.

Meanwhile, criticism has also developed over the army's failure to select more trainees for the 99th Pursuit Squadron who have had flying experience.

Observers point out that only five of the many college men who have completed the CAA pilots course have been included among these army fliers, and that an abnormal number of the others selected, while qualified physically and mentally, have been dismissed as not good timber for aviation commissions.

Patterson Opposes Shift

President F. D. Patterson of Tuskegee Institute is among those who have expressed opposition to any plan for shifting the 99th. He said:

"I think it is perfectly clear that there is no objection to the use or the sharing in the use of the field by the English or any other fliers as a part of the national emergency due to our war participation.

Harmony Endangered

"However, to come in and completely take over the field and move our fliers out in order to accommodate white fliers, if that be the plan, is certainly carrying on race prejudice and segregation with a vengeance at a time when it would seem that the development of internal disharmony and dissension can least be afforded."

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DEC 27 1941

47a-1941

New York Age
New York, N. Y.

Select Waco, Texas For Army's Basic Air Corps School

WASHINGTON, D C.—The War Department has announced the selection of a site comprising about 1,100 acres and situated approximately six miles northeast of Waco, Texas, for the establishment of a Basic Air Corps Flying School. Total cost of the project, which is dependent upon satisfactory acquisition of required real estate, is estimated at about $4,363,000.

SEP 6 1941

The following construction is scheduled: 27 enlisted men's barracks, two colored enlisted men's barracks, 11 cadet barracks, 10 day rooms, 10 supply rooms, one mess hall for Negro enlisted men, two officers' messes, a chapel, a cadet cafeteria mess, two enlisted men's cafeteria messes, four officers' quarters, 10 administration buildings, a fire station, a guard house, a 92-bed hospital, a post exchange, a flag pole, a gas station, a motor repair shop, a utility building, a telephone building, a cadet recreation building, an enlisted men's recreation building, a theatre, a commissary two quartermaster warehouses, an incinerator, four squadron operations buildings, four crew chiefs' buildings, a base operations building, two cadet operations buildings, Air Corps gasoline and oil installations, two Link Trainer buildings a photographic laboratory, a parachute building, a paint and dope building, a paint and oil storage building, a school building, two hangars, two Air Corps warehouses, a control tower, installations for night lighting, paving (including parking aprons, landing strips, etc.), fencing as needed (including both stock and man-proof fencing); and provision of the necessary utilities which include such items as roads, parking areas for vehicles, grading, telephones water supply and sewage disposal

SEP 6 1941

Chicago Bee
Chicago, Illinois

CHANUTE FIELD COLORED UNIT TRAINED IN AIR CORPS SKILLS

SEP 14 1941

By A. J. SINDT

It takes many types of skilled enlisted men and officers to efficiently run an air corps squadron. Aircraft machinists, mechanics, clerical forces, skilful welders, accurate weather observers and forecasters, radio repairmen and operators, machine-gunners and bombardiers, all are essential to an active air squadron.

The 99th Pursuit squadron, first all-colored outfit in the history of the U. S. Army Air corps, now temporarily stationed at Chanute field, near Rantoul, Ill., will soon have all these different type skilled aviation maintenance men.

The 99th was activated March 19, 1941, and now has a strength of more than 400 men. unter Field, Ala., near Montgomery, was selected as the permanent field for the squadron. However, the entire unit has been temporarily stationed at Chanute until such time as the men have been sent through the school and would be capable of caring for the aircraft assigned to their unit. It will be some time before the 99th will depart for the Alabama field.

There are now more than 300 of the squadrons personnel now enrolled in the air corps technical training school. All of the courses are being given here at Chanute fie'd with school hours from 6 a. m. to 2 p. m., Monday through Friday.

Six of the men have already graduated. These were the teletype and weather observer men, taking a course of 12 weeks each. However, the bulk of the group—those attending the airplane mechanics course—are not scheduled to be graduated until late November or possibly December.

Early in April all was set to begin active recruiting to fill the ranks of the 99th which was then to have 276 enlisted men and 33 pilots, who would be commissioned officers. The recruiting was distributed as follows: Chanute field, Ill.; Mitchell field, N. Y., Bolling field, D. C., Maxwell field, Ala., Patterson field, Ohio, March field, Calif., and San Angelo field, Texas.

SEP 14 1941

Although recruiting got off to a slow start ,all vacancies were filled by late June. The young soldiers forming the new squadron came from throughout the United States, the largest groups representing the South and East.

In civilian life these men held a wide range of jobs, while many were college students and outstanding athletes. For instance, within the squadrons ranks are seven members of the Morris Brown college football squad, which won the Negro championship for 1940.

They have proved their prowess as athletes at Chanute by winning the annual field and track meet last June 18, massing a total of 48 points against their closest rivals 20 points.

The glee club of the 99th, directed by Pvt. William P. Cobb, Brooklyn, has earned the reputation of being one of the finest musical groups in the army today. This glee club has made many appearances before gatherings in the immediate surrounding community, and only recently sang over radio station W-G-N, Chicago.

From electrician to army mess-sergeant in four months is the record of Sergt. Henry T. McLendon, formerly of New York City. These are but a few examples of what 99th pursuit men are doing in their new army environment.

SEP 14 1941

The 99th men are good students according to their instructors. "They have adapted themselves readily to army life, show a fine cooperative spirit, a willingness to work, and work hard,' is the verdict of officers in charge of the squadron.

F. A. Mack, veteran colored first sergeant, has this to say about his squadron: "I have under my command over 400 of the finest young men in America. The manner in which these men go about their duties and the effort they put into their work shows that these fellows really mean business, that they realize what the future holds in store for them."

Six cadets, attached to the squadron, are attending school in preparation toward becoming officers. Cadets William D. Townes, Petersburg, Va., and William R. Thompson, Pittsburgh, Pa., are attending the armament school. Nelson Brooks, Springfield, Ill., and Wardell Stevenson, Washington, D. C., were enrolled in the radio school. Cadets Elmer D. Jones and James L. Johnson, both from Washington, D. C., are studying to be air corps engineering officers.

SEP 14 1941

Chicago Bee
Chicago, Illinois

H. U. to Train Civilian Pilots

WASHINGTON, D. C., Sept. 18—Professor Addison E. Richmond, coordinator of the Howard university Civlian Pilot Training Unit, announced this week that the deadline for applications of prospective students for the course in aviation is Saturday, September 20.

According to the coordinator, interest in the Howard university aviation course, being sponsored by the United States Civil Aeronautics Authority, has grown to such an extent as to justify an expansion in facilities and an enlargement in enrollment which is expected during the school year 1941-42.

Requirements for Course

Among the requirements for admission to the course are:

1—Selected applicants are required to pass a physical examination for a student pilot certificate given by a flight surgeon approved by the Civil Aeronautics Administration.

2—Applicants who are registered at Howard university should have completed their freshman year.

3—Applicants not in school should have completed two years of college work satisfactory to Howard university.

4—Applicants must be between the ages of nineteen and twenty-six.

Enrollment Limited

As the enrollment is limited prosepective student pilots are urged to contact Prof. A. E. Richmond, Coordinator, Civilian Pilot Training Program, Howard university, Washington, D. C., immediately for further information.

Flight training will be given at Riverside Airport near Croome, Maryland, while ground instruction will be given in the School of Architecture and Engineering on the university campus.

SEP 21 1941

Daily World
Atlanta, Georgia

99th Flying Cadets At Tuskegee Are Rapidly Getting In Shape For Action

Captain B. O. Davis, Jr., Hailed for 3-Point Landing

TUSKEGEE INSTITUTE—(SNS)—Pending the completion of the barracks and mess hall at the 99th Pursuit Squadron Base, the flying cadets are housed on the campus of Tuskegee Institute and served their meals in the main dining room of the Institute Cafeteria.

That does not mean that daily routine is not according to strict army regulations. The sharp, brisk "one, two, three, four; one, two, three, four" is heard morning, noon and evening as the khaki uniformed cadets drill to and from the dining hall.

Marion Carter, from Chicago, is cadet captain. Carter was one of those to arrive for the 99th's inaugural ceremony on July 19. This first group, by the way, are officially designated as Class 42A. The second group that reported August 23 are Class 42B. But back to Cadet Captain Carter—he attended YMCA College. He was transferred from an army camp in North Carolina to join the flying 99th at Tuskegee.

Cadet Lieutenant for the 99th is Theodore Brown from New York. Before reporting to Uncle Sam, Brown received the B. S. degree, M. S. degree, and A. B. degree in theology from Northwestern University.

Captain Benjamin O. Davis, Jr., West Point graduate on duty with the 99th, has the distinction of being the first Negro, wearing Uncle Sam's uniform, to pilot a U. S. army plane. Captain Davis soloed September 2, 1941. His performance in the air, taxing and three point landing were loudly applauded by the enthusiastic group of cadets, officials, and visitors at the field.

Although few of the cadets had had any flying experience before joining the 99th, several have soloed since flight training began August 2.

The flying field where the cadets are receiving flight training at this stage of the game (Chas. Anderson, chief flight instructor, Chas. Foxx and Melton Crenshaw, instructors, Capt. Noel Parrish, check pilot) is about 2 1-2 miles from the campus.

No, the cadets do NOT drill back and forth to the airfield. They are furnished transportation in a shinning new station wagon with the green legend U. S. Army Corps Detachment Tuskegee Institute.

Journal and Guide
Norfolk, Virginia

99th Commander Tuskegee Speaker

TUSKEGEE, Ala. — Major James A. Ellison, commanding officer 99th Pursuit Squadron Base, was guest speaker for the Tuskegee Community Service League Monday night, September 22, speaking from the subject, "Military and Commercial Aviation."

President F. D. Patterson, the chairman of the league, presented the speaker.

Pittsburgh Courier
Pittsburgh, Pa.

The British Empire will get a lot of it to enforce the Churchill - Roosevelt Eight Points of world freedom. Of course, that freedom does not apply to Negro workers in England who are still denied jobs. Nor does it apply to Negro pilots who seek jobs with the RAF ferry command which says "All applicants must be of the white race." Nor does it apply to W. A. Domingo, Jamaica Negro leader, who remains in a concentration camp because he advocated self-rule for England's West Indian subjects. Churchill stands behind the Eight Points but the Negro remains behind the Eight-ball.

Journal and Guide
Norfolk, Virginia

Folks—Meet The Cadets Of The 99th Pursuit Squadron

TUSKEGEE, Ala.—(ANP)—Pending the completion of the barracks and mess hall at the 99th Pursuit Squadron Base, the flying cadets are housed on the campus at Tuskegee Institute and served their meals in the main dining room of the institute cafeteria.

Marion Carter of Chicago is cadet captain. Carter was one of those to arrive for the 99th inaugural ceremony on July 19. This first group, by the way, is officially designated as Class 42A. The second group that reported August 23 is Class 42B. But back to Cadet Carter—he attended YMCA College. He was transferred from an army camp in North Carolina.

CAPTAIN DAVIS SOLOS

Cadet Lt. for the 99th is Theodore Brown from New York. Before reporting to Uncle Sam, Brown received the B.S. degree, M.S. degree, and A.B. degree in theology from Northwestern University. Among other distinctions Cadet Lt. Brown has a varsity N (Northwestern) for track honors. Lt. Brown is also Class 42A.

Captain Benjamin O. Davis, Jr., West Point graduate on duty with the 99th, has the distinction of being the first Negro wearing Uncle Sam's uniform to pilot a U. S. Army plane.

Although few of the cadets had had any flying experience before joining the 99th, several have soloed since flight training began August 25. Among these are, George Spencer Roberts, better known as "Spanky," from Fairmount, W. Va., Roberts is a graduate of West Virginia State College, where he took his primary training in aviation. He completed his secondary flying at Tuskegee before joining the 99th.

Charles Henry DeBow comes from Indianapolis. He attended Indiana University and Hampton Institute. DeBow holds CAA private pilot's license. Frederick H. Hoore, Somerville, N. J., is a Tuskegee Institute physical education major and varsity T Club man. Moore began training on a private field near the campus at his own expense nearly a year before Tuskegee was authorized by CAA. Moore holds a private pilot's license and has 100 odd logged hours in the air.

AMONG THE SOLOISTS

Cadet Capt. Marion Carter is also among the soloists. Cadet Roderick C. Williams, Chicago, a graduate of University of Illinois, was among the first four to solo. Cadet Williams is editor of "On the Beam," the 99th news sheet now on the press for the initial issue. Other members of Class 42A scheduled to solo soon are, Mac Ross, a West Virginia State College graduate and William H. Slade, a Knoxville college man and winner of varsity K's in football, track and basketball. His home is in Raleigh, N. C. Also Ulysses S. Pannell, who comes from Reagan, Texas, and attended Prairie View College. Lemuel R. Curtis, attended Howard University and later served on the constabularly at Hartford, Conn., his home town.

Future soloists (they may have turned the trick before this gets to press) of the A class are also John Corrie Anderson, Jr., from Toledo University (home town) and a letter man in track, basketball and football; Charles Dudley Brown from Abbeville, N. C. and a graduate from Johnson C. Smith University.

The flying field where the cadets are receiving flight training at this stage of the game (Charles A. Anderson, chief instructor; Charles Foxx and Milton Crenshaw, instructors; Capt. Noel Parrish, check pilot) is about two and a half miles from the campus.

The cadets do not drill back and forth to the airfield. They are furnished transportation in a shinning new station wagon with the green legend "U. S. Army Air Corps detachment, Tuskegee Institute."

Chicago Defender
Chicago, Illinois

C. Bowman Graduates At Chanute

CHANUTE FIELD, Ill.—(ANP)—Pvt. Carl W. Bowman, Fresno, Calif., is the latest member of the 99th Pursuit squadron to graduate from the Chanute Field Air Corps Technical training school. He successfully completed the Link-Trainer course of instruction Sept. 20.

Flying or association with the aviation industry, is not new to Bowman, as he is one of the few colored pilots ever to receive a license in the state of California. He studied aviation at the West Coast Flying school, Los Angeles for two years.

The Link-Trainer, for those who are not acquainted with it, is a highly intricate device which, although it never leaves the ground, can simulate actual flying conditions. It it used to train officers in instrument flying without actually making such flights.

Bowman's particular job will be to instruct the colored officers of the 99th in the use of his machine, and to perform the necessary maintenance and repair work as well.

47a-1941

The Plaindealer
Kansas City, Kan.

WAR DEPT. IS CONDEMNED FOR ACTION

JAN 24 1941

By ENOCH P. WATERS, JR.

CHICAGO.—A strong resolution condemning the War Department's plan to establish an all-Negro pursuit squadron as a part of the United States Army Air Corps was adopted by the National Airmen's Association here Friday.

JAN 24 1941

At the same time, the association, made up of Negro flyers throughout the country, voted to intensify its campaign to have Negres integrated without regard to race into the United States Army Air Corps which presently bars Negroes.

According to Undersecretary of War, Patterson, the squadron consisting of a ground crew of 400 men, 33 pilots and 27 planes, will be set up at Tuskegee Institute in Alabama where a flying field and other facilities will be provided.

The ground crew, occording to the anouncement, wil be trained at Chanute Field, Illinois for several mnths before going to the southern school. The squadron, it is understood, will be commanded by a white officer.

Cornelius R. Coffey, who in addition to being the president of the Chicago chapter of the association is also national president, in cmmenting said the action taken Friday is in line with the association's policy.

"Our fight for entrance into the air corps has been long. We don't intend to compromise now. Both the army and navy have stressed tradition in argquing against the abolition of segregated units.

In the air corps ther is no tradition either favorable or unfavorable to complete ravial integration. If we permit the establishment of a Negro unit, it will be establishing a precedent which will be hard to break down.

"We'd rather be excluded," Coffey said, "than to be segregated. There's no constitutional support for segregated units and the only traditions existing in aviation as I know it are ones which would make complete integration sane and logical."

Cffey is director of the aviation school at Harlem Airport which handles flight training for a non-college and an advanced Civil Aeronautics Administration program, in both of which Negroes and white have participated without friction.

Willa B. Brown, secretary of the association, and coordinator for Chicago's CAA programs, held up the Civilian Pilot Training Program as an example of a successful interracial project in aviation.

"There is no segregation in the CAA programs," she said, "and there have been no race riots or violence because of this fact. I think the War Department is attempting to inject the racial issue where none has existed in the past."

She described the CAA and the Nateional defense aviation classes at Wendell Philips high schol in Chicago where at least a third of each group is white. All instructors are Negroes she said, and there is no resentment on the part of the whites because of this.

"One of the first ten youngsters to win flight scholarships under our non-college program early last year," she said, "was a white youth, Chester Krupa, who received his private pilot's licence along with nine Negroes, one of them a girl.

"I don't see why this same spirit of interracial cooperation cannot be carried over into the army air corps."

As an afterthough she mentioned that one of the instructor at Coffey's school, the largest private school controlled by Negroes, is white.

The National Airmen's Association was organized in Chicago in February 1939 and includes in its membership practically all Negro flyers from some of the earliest pioneers to CAA students. Most of the Negro CAA flight and ground instructors are members The organization does not bar white members, in fact the Chicago chapter has had several white members.

A 43-inch trophy, the coveted award of all Negro flyers, is the Dwight Green trophy presented the organization 1939 by the present governor of Illinois.

Telegraph
Macon, Georgia

First U. S. Negro Pursuiters Planned

WASHINGTON, [AP]—Formation of a Negro pursuit squadron, the first such unit in army history, was announced Thursday by Undersecretary Patterson of the war department.

JAN 17 1941

The unit, made up of a ground crew of about 400, 33 pilots and 27 planes, is to be organized and trained at Tuskegee, Ala., where Mr. Patterson said a flying field and other new facilities would be provided.

Pittsburgh Courier
Pittsburgh, Pa.

REJECTED PILOT WON'T DROP SUIT

JAN 25 1941

WASHINGTON, D. C., Jan. 23—Despite the War Department's announced creation of the country's first Army air corps with a Negro personnel, Yancey Williams, 24, Howard University engineering student, will not immediately withdraw a suit filed in the U. S. District Court as the result of rejection as a flying cadet because of his race, Wendell L. McConnell, the youth's attorney, told a representative of The Courier this week.

Mr. Williams, who holds a private pilot's license issued to him on May 6, 1940, by the Civil Aeronautics Administration, filed suit on Wednesday against Secretary of War H. L. Stimson and four major generals in their official capacities, in behalf of himself and "other Negroes qualified for the air corps."

Pittsburgh Courier
Pittsburgh, Pa.

COL. ROBINSON OK's TUSKEGEE AIR UNIT

Former Ace of Ethiopian Air Force Says Attack on War Department Doesn't Reflect General Opinion.

FEB 8 1941

CHICAGO, Feb. 6—(By Daniel J. Faulkner for ANP)—Col. John C. Robinson, internationally famous aviator, former ace of the Ethiopian Air Force, who in 1936 was the only American aviator who had experience in modern "blitz" warfare, charged that the attack made upon the War Department for its plans to establish an all Negro air pursuit squadron at Tuskegee Institute was deliberate, unjustified and certainly did not reflect the opinion of the Negroes of this country as a whole.

As he addressed an overflow audience at the meeting of the Chicago Tuskegee club, an organization boasting of over a thousand members, Sunday evening, the noted aviator exclaimed that the army air unit will be a living monument to the courageous Negro aviators who have undergone hardships for many years and placed their lives on the altar of sacrifice time and again in their efforts to awaken the consciences of the military officials in Washington, D. C., of the qualifications of the Negro pilots.

FEB 8 1941

The former instructor of the Curtis Wright Aeronautical university, whose daring exploits made in the face of tremendous odds during the Italian-Ethiopian conflict which made headline news abroad and in this country, charged that discrimination is not sufficient basis for the attack upon the war department. In support of his position, Robinson pointed out that the 184th Field Artillery, former Eighth Regiment of Illinois, the 369th Antiaircraft unit of New York, the Ninth, and Tenth cavalries are all Negro units. These units have compiled records which defy criticism; the Negroes of the nation are justly proud of these records which have commanded the respect of the race's most severe critics.

He exclaimed, "while I am opposed to segregation and discrimination not only in the defense forces, but in all other phases of American democracy, I sincerely believe that in this, the early stages of this training, an all Negro unit will enable the trainees to progress more rapidly, prove their ability, and establish themselves in this service."

Kansas City Call
Kansas City, Mo.

To Build Housing Project for 99th

AUG 2 9 1941

Plan 30 Units At Tuskegee

WASHINGTON. — (ANP) — President Roosevelt last week approved construction with public funds made available under the Lanham act, including a 30-unit project at Tuskegee Institute, to house enlisted men at the new air base; 350 at Newport News, Va., for defense workers and 30 at Rockford, Ill., for the same purpose.

AUG 2 9 1941

The full number of houses to be constructed at Tuskegee numbers 85. Of this number, 55 will be allotted to white and Negro officers connected with the air training program at the school.

The larger number is to be erected by private funds through the defense housing corporation of the Reconstruction Finance corporation. Although the units have been approved by the President, there is no indication as to when construction will actually start since there is no money available at the present time and a new appropriation will have to be made before the work can actually start.

Kansas City Call
Kansas City, Mo.

FLYER SAYS SEPARATE UNIT IS ADVANTAGEOUS; SEES IT AS OPENING WEDGE FOR JOBS

Believes Establishment of Squadron at Tuskegee Is Best Solution to Military Aviation; A Forward Step

FEB 7 1941

By COL. JOHN C. ROBINSON

CHICAGO. — (ANP) — After many of our newspapers and individual leaders fought for several years to have Negro units in the armed forces, the war department has at last granted establishment of an all-Negro air squadron — only to find that a small group of Negroes is, for selfish motives and personal gain, trying to gain public support in an attempt to block this forward step.

I sincerely believe that creation of this squadron is real advancement, means recognition of my race in military aviation, and is an important step toward the real recognition we will have to merit before we will be accepted in the backbone of the aviation industry —airplane manufacturing and schedule transportation.

It is also my contention that this squadron will fare far better than it would were it to be trained at Randolph or Kelly field in Texas where the typical southern attitudes and prejudices would be dominant.

These views are based on my actual experience in civil and military aviation, flying and aviation mechanics and automobile mechanics. My experience as a war pilot were under extremely adverse conditions because of limited aerial equipment. They came after I went 6,000 miles to a foreign land to defend with my life the last black empire, Ethiopia, and prove to the world that the Negro could be as efficient in aviation as could any other group.

I served as instructor for the Curtiss-Wright Aeronautical university for a number of years, organized and established the first and only airport ever to be operated in Chicago by Negroes, was directly responsible for the establishment and recognition of the first Negro group in a government approved school in America, personally trained or was directly responsible for the training of almost every Negro pilot or aviator in Chicago prior to 1936, the same flyers who are helping carry on aviation activities in the Chicago area today, and established the first Negro-owned (non-profit) air college in Chicago which operated as the John C. Robinson National Air college and School of Automobile Engineering.

FEB 7 1941

These and many other personal sacrifices I made for the aeronautical advancement of our group to try to help gain the proper recognition for our people in the aeronautical world. And during these years, Negroes other than the young men and women who were actually interested in flying paid very little attention to aviation and it was hard o get any of our people interested.

But now that the government has made it possible for Negroes to make money in aviation, is giving Negroes free flying instructions, and has announced the establishment of an all-Negro air squadron, we find a small group who for the personal gain and selfish motives are trying to mislead or misadvise our public on the real facts as it confronts our young men and women who are interested in aviation as a life's work.

Negroes as a group will make a major aeronautical blunder if they don't measure the real facts in this situation as it effects our young men before organizing against the establishment of an all-Negro air unit. There are many technical angles, and there is the angle of future employment in aeronautical work after a young man gets out of the service.

Military aviation is one of the highest branches of the armed forces of America. Civil aviation is one of the highest branches of the mechanical industry, and one of the most important to civilization. If our young men who would like to make a real contribution to this industry are handicapped by confusion and misleading advice from people of our group who are seeking selfish gains, then we will be doomed as a whole in aeronautical work like we are in so many other avenues of endeavor.

On account of the nature of aviaiton, both technical and flying, one has to be disciplined in body, mind, and soul. Our young men who are helping to gain recognition and prestige for the Negro in aviation should watch their every step because we, as a group, have everything to lose and nothing to gain if we slip up in this matter now.

FEB 7 1941

Aviation in many respects is unlike other industries and unless our young men can get off on the right foot it will be very hard to ever gain the right chance again. Our public can play a big part in forming the proper attitude in our young men, if they will only measure the real facts in this matter.

I sincerely believe from my experience that the establishment of an all-Negro squadron equipped properly and with all-Negro officers in charge is the best solution to military aviation as it confronts the Negro at present. I realize that some of the instruction of certain work of this squadron will have to be white to start, but they should be replaced as soon as we get Negroes trained to handle this instruction.

This will put the Negro squadron on its on so that it can prove that we as a group can measure up with any other squadron. This efficiency will get the Negro a certain amount of respect and prestige throughout the aeronautical world. This will help open many other doors that heretofore have been hard to open. This will help our young men be in a position to make a real contribution to the aviation world instead of doing just another job.

FEB 7 1941

All army pilots have to pass through Randolph or Kelly field in Texas like all navy pilots have to sooner or later pass through Pensacola Navy Training base in Florida. These large navy and army training schools were established in the South mostly because of the all-year-round flying conditions which is preferred for primary flight training months per year. A training field in the South for our group would offer year-round training weather.

Many social problems that come up when squadrons are out of the primary training period and are assigned to different flight missions through America from time to time would be eliminated through the formation of this all-Negro unit.

I pray this article will be taken in the nature that it is given—for the future understanding and progress of our group in the aeronautical field.

Washington Post
Washington, D. C.

Army Creates All-Negro Air Corps Unit

4-70

Pursuit Squadron To Have 33 Officers, Ground Force of 400

The War Department yesterday announced formation of the first Army air corps squadron with a Negro personnel.

JAN 17 1941

Decision to create the new unit, a pursuit squadron with Negroes both as officers and ground crew, is in line with a policy of including colored persons in every branch of the Army, Undersecretary of War Patterson asserted.

The pursuit group is to be of standard size with 33 officer pilots, a ground force of 400, and 33 planes.

Actual training of the squadron is to start in February.

Pilots are to be selected from among colored men who have completed the secondary course of the Civil Aeronautics Board, which is considered prerequisite to basic Army flight training. They are to be trained at Tuskeegee Institute, Ala.

JAN 17 1941

Ground crew soldiers must have at least a high school education and are to be recruited from among selectees and men enlisting for the Regular Army. The enlisted personnel, too, is to be trained at Chanute Field, Ill.

Patterson said the squadron should be able to operate as a unit in about a year's time.

REJECTED PILOT WON'T DROP SUIT

JAN 25 1941

WASHINGTON, D. C., Jan. 23—Despite the War Department's announced creation of the country's first Army air corps with a Negro personnel, Francey Williams, 24, Howard University engineering student, will not immediately withdraw a suit filed in the U. S. District Court as the result of rejection as a flying cadet because of his race, Wendell L. McConnell, the youth's attorney, told a representative of The Courier this week.

Mr. Williams, who holds a private pilot's license issued to him on May 6, 1940, by the Civil Aeronautics Administration, filed suit on Wednesday against Secretary of War H. L. Stimson and four major generals in their official capacities, in behalf of himself and "other Negroes qualified for the air corps."

Negro Labor News
Houston, Texas

ALL-NEGRO COMBAT SQUADRON TO HAVE LARGE PERSONNEL

JAN 25 1941

WASHINGTON, D. C. —(C)— An all-Negro pursuit squadron of about 27 planes is in the making according to Under-Secretary of War Robert T. Patterson. The squadron, which is being organized by the Army will consist of about 33 offcer-pilots and will have a ground crew of about 400 men, all of whom are to be colored.

As yet, the commanding officer has not been selected, nor has the number of the squadron. Cadets are to be chosen from those who have completed the sceondary course as given by the Civil Aeronautics Authorities. Then, they will be sent to training camps at Tuskegee where successful cadets will be commissioned.

Men enlisted must be high school graduates. This qualification is demanded of white enlisted men in the aviation units and the Signal corps. The enlisted men are to be first assembled at Chanute Field, Ill, and then trained.

It will be a year and a half before the squadron is ready for operation. This is the normal time usually required to train such a group of men Army officers said too, this week,

that the Army was creating a Negro units in every branch of the service and t was suggested that a Negro tank unit might also be formed These are merly suggestions, as nothing more has come of them.

47a-1941

Age-Herald
Birmingham, Ala.

NEGRO AERO UNIT TO TRAIN IN STATE

First Squadron Of Kind To Be Based At Tuskegee

WASHINGTON, Jan. 16—(AP)—Formation of a Negro pursuit squadron, the first such unit in army history, was announced Thursday by Undersecretary Patterson of the War Department.

The unit, made up of a ground crew of about 400, 33 pilots and 27 planes, is to be organized and trained at Tuskegee, Ala., where Mr. Patterson said a flying field and other new facilities would be provided.

The formation of the squadron was said by the undersecretary to be part of the army's policy to have Negro units in all branches of the service.

The enlisted men for the squadron will be concentrated at Chanute Field, Ill., for training of several months before being sent to Tuskegee.

At the same time fledgling pilots will be selected from students in the civil aviation training program who have completed the secondary course fitting them for the Army Air Corps basic training course Mr. Patterson said the War Department hoped to start the training next month. He said the Air Corps experience had indicated a year or 18 months would be required before the unit could function as an operating squadron.

Advertiser
Montgomery, Ala.

Negro Air Unit To Be Stationed At Tuskegee

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JAN 17 1941

Washington, D. C. Post
January 17, 1941

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Patterson said the squadron should be able to operate as a unit in about a year's time.

Savannah, Ga., News
January 17, 1941

NEGRO AIRPLANE SQUADRON SLATED

33 PILOTS INCLUDED

Unit to Be Organized and Trained at Tuskegee

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Tribune
Philadelphia, Pa.

Aviator Sues War Lords For More Training

Color Prevents Yancey Williams From Getting Combat Training

JAN 23 1941

WASHINGTON, D. C.—A suit to compel officials of the War Department to consider his application for enlistment in the United States Army air corps as a "flying cadet," was filed here today by Yancey Williams, a student at Howard University.

The complaint which was filed in the United States District Court for the District of Columbia, names as defendants Secretary of War Henry Stimson, Chief of Staff Major General George C. Marshall, Adjutant General E. S. Adams, Chief of Air Corps Major General Henry H. Arnold, and Major General Walter S. Grant, commanding general of the third corps area. The suit is being brought not only in his own behalf, Williams says in the complaint, but also in behalf of all other Negroes "similarly situated."

In his complaint, Williams, who has completed two years of college work at Howard University, alleges that he has successfully completed the primary and secondary training courses of the Civil Aeronautics Authority and holds a private pilot's license. He passed the physical examination by army doctors at Bolling Field last July.

PASSED ALL TESTS

Williams says he met all requirements for application and transmitted it with all required references and records to the commanding officer of the third corps area on November 20, 1940. The Commanding General according to the complaint refused to consider the application on the ground that the pltintiff was a Negro.

Williams says he appealed to the Adjutant General and the Secretary of War, and on December 14, 1940, the appeal was refused solely because he was a Negro. The complaint also alleges that during that time and at the present time the defendant officials of the War Department have been advertising in newspapers and over the radio requesting qualified citizens to enlist as flying cadets in the Air Corps of the Army of the United States.

The complaint alleges further: "That such conduct on the part of these defendants, who, in their official capacity as officers of the Government and of the Army of the United States and charged with the duty of preparation for national defense in a period when the Nation faces the gravest emergency in its history, is a violation of the duty and obligation of these defendants to the citizens and government of the United States and contravenes the fundamental principles of the American democracy."

ASKS DECLARATORY JUDGMENT

The complaint asks for a declaratory judgment to establish the rights of Williams and other Negroes similarly situated, and for an injunction to require War Department officials to consider the application of Williams on its merits.

Wendell L. McConnell, of this city, is the student's attorney. McConnell requested the NAACP to furnish attorneys to cooperate with him on the case. The NAACP assigned Thurgood Marshall, its special counsel; and W. Robert Ming, Jr., and Leon A. Ransom, both members of the national legal committee, to cooperate in the preparation and filing of the case.

Williams, who is a member of the local branch of the NAACP, has enlisted the support of the association's youth councils throughout the country. Madison S. Jones, Jr., NAACP national youth director, stated that the organization's entire youth forces will be mobilized to raise a national defense fund to help Williams prosecute the case.

Selma, Ala., Times Journal
March 21, 1941

Volunteers Asked To Serve In Air Corps Formed For Negroes

WASHINGTON, March 21—(AP)—The army called today for volunteers on a "first come, first served," basis for the negro unit of the air corps.

The unit, the 99th pursuit squadron will have about 33 pilots and a ground crew of 276. It is to be formed at Tuskegee, Ala., in the fall after training is completed.

Like other men recruited for the air corps, the 276 men required for the maintenance crews must have at least a high school education. Enlistments will begin next week, and the men will be trained at Chanute Field, Ill.

The pilots for the negro squadron like other air corps flyers, must have two years college education or its equivalent and must undergo more than six months of training.

Argus
St. Louis, Missouri

HIT ALL-NEGRO AIR UNIT PLAN

National Airmen's Ass'n Launches Fight

JAN 31 1941

CHICAGO — Support of the National Airmen's association's fight against the establishment of a segregated pursuit squadron for Negroes as a part of the United States Army Air Corps was voted by the Chicago Council of Negro Organizations here Monday, January 20, 1941.

The council made up of 78 business, civic, social, fraternal, and religious organizations, represents numerically approximately 80 percent of Chicago's 260,000 Negroes. The council's action was taken after Enoc P. Waters, NAA advisor, explained the significance of the campaign launched by the association last week, following an announcement made by Undersecretary of War Patterson.

According to Patterson, an all-Negro squadron consisting of a ground crew of 400 men, 33 pilots and 27 planes, will be set up at Tuskegee institute in Alabama where a flying field and other facilities will be provided by the United States Army Air Corps.

The ground crew, according to the announcement, will be trained at Chanute field, Ranoul, Illinois for several months before going to the southern school. The squadron, it is understood, will be commanded by a white officer.

Mrs. Irene McCoy Gaines, prominent Chicago clubwoman and civic worker, who is president of the council, was pleased with the action taken by the council.

"This action", she said, "is in line with the policy of the council which is firmly opposed to all forms of segregation. We are especially concerned about the government's attitude on Race questions because industry and private individuals as a rule adopt the government's policy where Negroes are concerned.

"For this reason, and others as significant, it seems to me vitally important that this be made a nation wide issue".

Pittsburgh Courier
Pittsburgh, Pa.

JUN 21 1941

TO BUILD TUSKEGEE BARRACKS

WASHINGTON, D.C., June 19—The 1942 Military Establishment Appropriation Bill, now pending before the Senate Committee on Appropriations, carries the sum of $1,663,057 for the construction of a cantonment for the establishment of a flying school and pursuit squadron at Tuskegee, Ala.

The cadet barracks at Tuskegee will be the 63-man type of temporary barracks which have been constructed for the Army throughout the South. They are modified enlisted men's barracks, providing more room for students so that they will have room to put up a table for study.

New York Age
New York, N. Y.

Army Air Corps Plans All-Negro Squadron With 27 Fighter Planes

JAN 25 1941

WASHINGTON, D. C.—Agitation for the admission of Negroes into the air corps resulted Thursday in announcement that an all-Negro pursuit squadron will be organized by the army. It will consist of about 33 officer-pilots and a ground crew of about 400 men, all Negroes. The squadron will have 27 planes.

Robert P. Patterson, Under-Secretary of War, said that the commanding officer has not yet been selected, nor has the number of the squadron. The cadets will be chosen, he said, from among Negroes who have completed the secondary course given by the Civil Aeronautics Authority. The cadets will be sent to a special field at Tuskegee, Ala., for further training and successful cadets will receive commissions.

The enlisted men must be high school graduates. They will assemble at Chanute Field, Ill., and then go to Tuskegee. It is estimated that it normally requires a year or more to train a squadron to readiness for actual operation.

The War Department at the same time announced that its Army Air Corps expansion program is moving forward rapidly. On June 30, 1940, the corps consisted of 3,322 regular army and reserve officers, 1,894 flying cadets and 45,914 enlisted men. At that time a definite goal for expansion had been set namely an air force of 54 combat groups—16,000 officers and 166,000 enlisted men.

JAN 25 1941

Col. Robinson Approves Tuskegee Air Squadron

FEB 1 1941

Afro—Baltimore, Md

CHICAGO, (ANP).—Colonel John C. Robinson, former ace of the Ethiopian Air Force, charged Sunday that the attack made upon the War Department for its plans to establish a colored air pursuit squadron at Tuskegee Institute was deliberate, unjustified and certainly did not reflect the opinion of the people as a whole.

Addressing a meeting of the Chicago Tuskegee Club, he said that the army air unit will be a living monument to the courageous colored aviators who have undergone hardships and placed their lives on the altar of sacrifice in their efforts to awaken the consciences of the military officials in Washington.

"While I am opposed to segregation and discrimination not only in the defense forces, but in all other phases of American democracy," he continued, "I sincerely believe that in this, the early stages of this training, an all-colored unit will enable the trainee to progress more rapidly, prove his ability, and establish himself in this service."

Charleston, S. C. News & Courier
January 19, 1941

A ...itical Debt

The American negroes have been making a strenuous and insistent demand that they have representation in the military aviation service and have carried their point. A negro pursuit squadron is to be trained at Tuskegee, Alabama.

Without discussing the wisdom or expediency of this action by the war department, it is only fair to the Roosevelt administration to say that it had to take this step, for the sufficient reason that no other administration since the victory of Mr. Hayes in 1876 has so depended upon and has so much solicited negro votes as it has. No other president since Mr. Hayes's time has been under the political obligation to the negro voters that Mr. Roosevelt is.

Talladega, Ala., Daily Home
March 25, 1941

NEGRO SQUADRON TO BE RECRUITED

MONTGOMERY, March 25.—The Southeast Air Corps Training Center reported plans Monday for creation of the Ninety-Ninth Pursuit Squadron of 276 enlisted men, first Negro unit of the U.S. Air Corps, at Tuskegee Institute.

Enlistments will be taken within a week, officers said.

Applications also will be accepted from Negro candidates for appointment as flying cadets. The unit will have about 33 pilots.

The 276 enlisted men will be trained as maintenance crews. A high school education is required as among other recruits for the air corps.

The men will complete basic training at Chanute Field, Ill., before being transferred to Tuskegee. Air training will be given at a flying cadet school to be established near the institute.

...ge-Herald
Birmingham, Ala.

SEP 5 1941

TUSKEGEE HOUSING SITE IS APPROVED

WASHINGTON, Sept. 4—(AP)—A site near Tuskegee Institute for the construction of 30 dwellings to house families of enlisted and civilian personnel at the Tuskegee (Ala.) Air Base for training Negro pilots was approved Thursday by the Federal Works Administration.

The five-acre site will be leased from Tuskegee Institute. It is adjacent to the Institute and Greenwood Village, with frontage on Franklin Road, about three miles from Tuskegee and six miles from the air base.

John M. Carmody, FWA administrator, said the project would be built under supervision of FWA's defense housing division, and a Negro architect would prepare the plans and specifications.

The defense housing coordinator has recommended construction of 55 dwellings by private builders for the families of non-commissioned officers, in addition to the government defense housing project of 30 dwellings.

47a-1941
Journal and Guide
Norfolk, Virginia

Air Corps Cadets Urged To Take Pilot Training

DEC 20 1941

TUSKEGEE INSTITUTE, Ala. — Negro boys awaiting call to the U. S. Air Corps are strongly advised by G. L. Washington, civilian director, U. S. Army Air Corps Detachment, Tuskegee Institute, to avail themselves of the Civil Pilot Training at Tuskegee Institute, Hampton Institute, W. Virginia State Institute, Howard University, A. and T. College, Greensboro, N. C., Lincoln University, Mo., and at other colleges and cities having such programs. Youth planning to apply to the Air Corps are advised to take Civil Pilot Training now.

Director Washington's advice is based on statistics which show that 92 per cent of Army Air Corps cadets having had previous Civil Pilot Training courses pass the 35 weeks training as compared with 51 per cent of those not having had civil pilot training.

DEC 20 1941

Mr. Washington stated further that washouts in the primary had been fast and numerous. "Quick washouts of Negro cadets," said Director Washington, "may be attributed to the fact that the majority of the cadets assigned to Air Corps training to date have had no previous flight training and general knowledge of flying."

"How many with previous flight training have been washed out?" Washington was asked.

"Only one person with previous Civil Pilot Training has been washed out on account of inaptitude in flight. So, although previous training does not assure a cadet's passing army training, the figures show the advantage," Washington answered.

Director Washington because of his position as director of the Army Primary Training of flying cadets and the Civil Pilot Training at Tuskegee Institute is in position to make factual observations.

DEC 20 1941

Mr. Washington urges Air Corps applicants to register in the Spring Session Civil Pilot Training Course which will begin, according to present schedule about February 1. Applications should be made now.

Chicago Defender
Chicago, Illinois

Rush Work On Tuskegee Inst. Airport

DEC 20 1941

WASHINGTON, (ANP)—Information emanating from the war department this week gave assurance that the airfield at Tuskegee institute would be rushed to completion.

There had been a threatened cessation of work because the near two million dollar appropriation for the field had been exhausted due to the fact that some phases of the work had proven more costly than anticipated by the army engineers who approved plans for the field.

The information from the war department said, "War department instructions have been issued in view of the present emergency that the essential features of the Tuskegee flying school and other authorized air force stations be completed as expeditiously as possible. It is understood that the funds necessary to accomplish this purpose have been made available. It is the intention of the federal government to provide facilities at the airfield for Negro cadets which will be clearly equivalent to those provided at other flying schools throughout the United States."

Daily World
Atlanta, Georgia

Fourth Class Goes In 99th Air Sauad

DEC 14 1941

Many Schools Represented In New Group

New Recruits Are Welcomed By Pres. Patterson

TUSKEGEE Inst., Ala. —(SNS)— The fourth group of young men to begin their training as flying cadets for the 99th Pursuit Squadron arrived here Saturday from eight different states.

They were welcomed to Tuskegee by President aPtterson F. by President F. D. Patterson of Tuskegee Institute, which is cooperating with the United Staes Army Air Corps in conducting the only all Negro army flying school in the world.

The new recruits bring with them athletic records from Johnson C. Smith University, Charlotte, North Carolina and Virginia Union University, Richmond, three CAA private pilot's licenses; one has taught school; one has done graduate work; one has served in the Merchant Marine; two are members of the Alpha Phi Alpha fraternity while one is affiliated with the Kappa Alpha Psi fraternity.

Nine schools are represented, six of which are Negro institutions—Hampton Institute, Virginia State Fayetteville (N. C.) State Teachers College, Kentucky State Johnson C. Smith and Howard University.

Three white schools are represented, University of Michigan Eastern Illinois College and Washington State University.

DEC 4 1941

Members of this group which make up Class 42F are: George Richard Bolling. Charles Blakely Hall, Brizal, Indiana; Carl Mounsey Jones, Wilson Jones, Walter Irving Lawson, Newton, Virginia; George William Malone, Cincinnati; Jesse Hue Primes, Florida; James Bradford Saunders, Detroit; Watson Spann, Hackensack, New Jersey. Robert Williams, Frankfort, Kentucky.

Daily World
Atlanta, Georgia

New Tuskegee Air Field May Go To Britons

Dr. Patterson Hopes No Change Will Be Made

DEC 21 1941

WASHINGTON, D. C. —(ANP) — According to reports which have been circulating about the war department here, the new two million dollar airfield which was erected near Tuskegee institute to serve as a training center for Negro aviation cadets may be used for teaching British airmen.

There are hundreds of young white Englishmen who have been sent to America within recent months to be taught war time flying. After they finish their training here they return to England to join the RAF or go to Canada as part of the CAF, the Canadian Air Force. A number of these young English flyers have been training at Maxwell field, near Montgomery, Alabama, a few miles from Tuskegee Maxwell field, a regular army training field, is said to need more facilities for regular United States army work and so the report goes the British cadets will be sent over to the new Tuskegee field.

UNIT MAY BE SHIFTED

DEC 21 1941

What alarms those who are interested in the advent of the Negro in army aviation is that while no official order has been given, it is expected if the English take over the post that the Negro unit will be shifted. Where it will go no one knows but the employes and civil workers at the Tuskegee field are said to be especially apprehensive over the prospective change.

The officers of the squadron, while none could be found to issue a statement or even to mention the matter, are said to dread the possibility of moving the 99th to another section. Racial relationships have been satisfactorily established at Tuskegee. Everything is in readiness for a tremendous program as soon as sufficient Negro cadets are certified for training.

Some criticism has arisen over the fact that in selecting trainees for the 99th, the army has been sending men who possessed the requisite physical and intellectual qualifications but without flying experience. There are numbers of young Negro college men who have taken the CIAA primary and secondary courses but thus far only five of those have been called. Naturally these men have had flying experience and were able to hang up good records as cadet trainees. The men who have been sent in by the army for the most part have had no flying training and an abnormally large percentage of the few who have been certified, are said to have been dismissed as not good timber for aviation commissions.

NOT SO TOLERANT

DEC 21 194

No objection has been raised to the use of the Tuskegee field by the English if they are merely going to share its facilities with the colored cadets but undoubtedly a great protest will go up if the Negroes are shunted off to some other place and the Britishers given this spot. On the other hand it is hardly conceivable that if they are going to move the English to Tuskegee that they will leave the Negro mechanics and base attendants or even the fliers there. There are those who

say that the English trainees have in some instances shown less tolerance than white southerners.

President Patterson of Tuskegee, whose efforts together with those of his staff and interested persons throughout the country, brought the 99th Squadron to Tuskegee in the first place, is outspoken in his hope that no change is to be made in the squadron's station.

"I think it is perfectly clear," Dr Patterson said, "that there is no objection to the use or the sharing in the use of the field by the English or any other fliers as a part of the national emergency due to our war participation. However to come in and completely take over the field and move our fliers out in order to accommodate white fliers if that is the plan ,is certainly carrying on race prejudice and segregation with a vengeance at a time when it seem that the development of internal disharmony and dissension can least be afforded."

President Patterson is said to have launched a vigorous inquiry into the matter. He is also reported to have called the attention of the war department to the apparent fallacy of their program of failing to select Negro CAA trainees as cadets for training.

Daily World
Atlanta, Georgia

99th Personnel Comfortable Although Housed In Tents

Race Army Cadets Love Tuskegee

By PVT POMPEY L. HAWKINS

TUSKEGEE—(N. N. P.)—The 99th Pursuit squadron and its supporting detachment, the air base group detachment, are now in the deep south—the home of cotton and candied yams. However, the sunny south, as it was described to us, is not so sunny—or at least not as warm as its name implies. With the thought of coming down here, the boys from the northern states discarded the heavier clothing that was so necessary up there during the winter months. After spending a few nights in the temporary Tent City, which is to be our home until barracks are completed, we realized that the South was not so warm at all.

Tent City which is, as its name implies, the temporary home for the men sent down to the site of the future home of the 99th is made up of about 30 tents for the enlisted men, three for the aviation cadets one bath-house, one mess hall, and one latrine. Plumbing facilities are not yet as up to the minute as they might be in barracks, but are sufficient and sanitary. Drinking water is being brought into Tent City from Tuskegee, by means of army water trailers. Of course, constant bacteria count is taken by the medical departments to protect the health and welfare of the men.

COOK BY GAS

The cooking, still under the supervision of Staff Sgt. Henry T. McLendon, Jr., is done by the army cooks on field kitchens, large stoves and ovens heated by the new discovery, butane gas, particularly suited to the use in service because of the uesirable characteristics. The food is plentiful and fattening, even though it may not always suit every man's taste. Considering the handicaps under which these men work it is amazing that things come off as well as they do. We have now even reached the point where smokes are passed out after the lunch.

Our little encampment is nine miles from Tuskegee, which has thrown open to the fellows the doors of its buildings and facilities to be used when desired. The Veterans Administration facility is located about the same distance from camp. However, distance means nothing to the fellows having a desire to go into town for one reason or another. Transportation is furnished by the transportation officer of the field. The community has opened its doors to the men out here and are determined that the men shall not feel lonesome if there is any way in which they can, as civilians, prevent the soldiers from allowing the "blues" from catching up with them.

The institute is accepting the soldiers as their own, and showering them with the good ole southern hospitality. All in all, the fellows have no business being lonesome down here. Their hardest job is to decide which one of the many invitations they wish to accept. To those who have not the social, "mingling with others" knack the Tuskegee library offers many good books in which one may become lost within a crowd in the pursuit of knowledge.

GROUND CREW ARRIVES

Though over 400 men left Chanute field, only about 75 of us were lucky enough to be selected to proceed on through to Tuskegee. The emaining part of the air base detachment and the 99th are at Maxwell field, Montgomery, Ala., training with the quartermaster corps. They of course, will be sent, on over to Tuskegee as soon as living facilities are available. It is the desire of all the men who left Chanute to come over to Tuskegee. It seems that they feel that we are getting a head start on them. They are willing to sleep in the cold or anything else, just so they can be here in Tuskegee.

There seems to be no racial differences here. Everyone trys to make us seem at home. And after all this is our home. This is our field.

The general attitude of the men who have been sent over to represent the 99th and the air base detachment is that they consider it an honor to have been selected. Everyone intends to help "KEEP 'EM FLYING".

There must be a lot of things that you in the civilian world would like to find out about the various fellows from your part of the country are doing, who from your home town is in the service at this field, if so do not hesitate to write me and I will give you as far as possible all the information that you desire. Let's have those letters start coming in!

47a-1941
Asheville N. C. Citizen
February 11, 1941

ARMY .O FORM NEGRO PURSUIT GROUP -- STIMSON

WASHINGTON, Feb. 10. (AP)—Secretary of War Stimson today told a delegation from the American youth congress that "the colored population will be represented by its proportionate representation in the United States army."

Stimson gave an impromptu talk to pickets who paraded in front of the war department with placards charging "Jim Crow" discrimination against negro troops.

He told the youth they ought first "to be sure of the facts."

"I am the first secretary of war," he said, "to have appointed a colored officer to be a brigadier general in the United States army, that is, Brigadier General Benjamin O. Davis.

"I am the second secretary of war who has appointed a colored person as civilian aide to the secretary of war. And, finally, I am now starting the organization of a pursuit squadron to be composed of colored personnel, including pilots."

The squadron, he explained, would be organized and trained at Tuskegee, Ala. Training of some of its personnel already has been started by the civil aeronautics authority, he added.

Amsterdam News
New York, N. Y.

With THE 369TH IN Fort Ontario

FEB 22 1941

FORT ONTARIO, OSWEGO, N. Y.—"Good Earth" is what the soldiers here saw this week for the first time since their arrival.. One of the many premature thaws peculiar to this part of the country set in during the week and the boys had a chance to see that. their barracks are really built on earth, not on snow and ice. But the next day found the mercury fruiting around with the low digits.

FEB 2 2 1941

The recent announcement from Washington of formation of a Negro air pursuit squadron, has a number of the men here interested and it is believed some will request transfers, if possible, to Tuckegee, Ala., where the air training is being given.

Distinction of being the youngest regimental sergeant major in the U. S. army is held by Sgt. Major Clifford M. Johnson. Johnson was just 21 recently, joined the regiment while in his teens, was assigned to work under the veteran sergeant major. He did so well that when the latter left the outfit, Johnson was promoted to the vacancy. Johnson is also a member of the regimental basketball team, a throwback from his High School of Commerce days in the city where he was a star athlete.

Lt. General Hugh A. Drum, commanding, First Army of the U. S., will make an official inspection of the camp and training facilities this week and feverish prepartion is the order of the day.

The recent call for pianos for the post has brought more than enough, also a large supply of magazines—and the shipments are still coming.

FEB 2 2 1941

Public Relations Officer Lt. Robert E. Payne has announced that plans are completed for the excursion to New York of one fourth of the regiment on March 1. The men will leave the post at 12:45 p. m., arriving at 138th St. in New York about 8:30 or 9 p. m. The first batch includes 350 men. At least 300 must make each trip to secure the special reduced rate from the New York Central and the excursions are being planned to allow each man a chance to see his family and friends at least once a month.

The Operations Section of the regiment received $2,000 worth of surveying instruments to be handled by nine men, have already gotten down to work with them. The technical setup of the regiment now has afforded many men opportunities hitherto denied them to work in fields for which they have the educational background, such as chemistry, mathematics, premedical, typing and stenography, bookkeeping and accounting.

Lt. Russell Wooding has organized a swing band which beats out a little "jive" at the freebee basketbal games and during the wek at impromptu rehearsals. In a few weeks he intends to organize a choral club.

FEB 2 2 1941

The reconditioned Regimental Headquarters reopens this week upon completion of repairs to the heating unit.

The regimental basketball team is undefeated as yet, with overwhelming victories over the Chrisafullis Five of Oswego and the Oswego YMCA. The scores were 68-26 and 46-14.

Arrangements have been made for all Battery basketball teams to work out at the Oswego armory and plans are now being made for a tournament among them.

The regimental relay team has beer working out on the Syracuse indoor and outdoor tracks in preparation for the National A. A. U. championships in New York City Saturday.

Negro Labor News
Houston, Texas

TUSKEGEE SCHOOL FOR NEGRO AIRMEN "IS INADEQUATE"

FEB 2 2 1941

NEW YORK CITY — Protesting the establishment of a jim crow air squadron at Tuskegee, the National Association for the Advancement of Colored People, in a letter to the war department, made publi this week, characterized the set-up as an extension of the "undemocratic and un-American practice of segregation of the Negro," in the national defense program.

FEB 2 2 1941

The letter, which was sent to William H. Hastie, civilian aide to Secretary of War Stimson, was a criticism of the plan outlined by Under Secretary of War Patterson, at a press conference in Washington, January 16, when the war department officially announced that a Negro pursuit squadron would be organized and that pilots would be trained for this squadron at Tuskegee Institute, in Alabama. According to the plan, Negro pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The pilots will be trained at Tuskegee, using a special field which will be constructed for them. The plan calls for 400 men for several months at Chanute Field, Illinois, and then transfering them to Tuskegee. The squadron, according to Patterson wil include thrity-three pilots and twenty-seven planes. The plan is scheduled to get under way this month.

Pointing out that the plan is "wholly unsatisfactory not only from the point of view of the Negro but as well that of the national defense." the letter said in part: "As far as information available to us in concerned, there can be no such thing as properly training Negro aviators in a jim crow squadron because, on the basis of the war department's past performances, there is no assurance whatever that members of this segregated squadron will take part in the necessary tactical training with larger units, a situation which must obtain if these men are to be fitted for actual combat flying."

Richmond, Va. News-Leader
March 8, 1941

Negroes Now Can Be Fliers

Army Air Corps Open To Them First Time

The United States Army Air Corps today for the first time in history threw open its doors to Virginia Negroes as well as Negroes throughout the nation, according to Colonel Leland W. Skaggs, officer in charge of army recruiting for Virginia.

Colonel Skaggs' announcement followed orders received from Major General Walter S. Grant, commanding general of the Third Corps Area.

General Grant's instructions said that "Applications from Negro applicants for appointment as flying cadets will be accepted and handled in the same manner as prescribed for white applicants. Negro applicants will be notified to appear before flying cadet examining boards and examined thereby in the usual course as for any applicant for flying cadet appointment, without regard to race or color, and all papers pertaining to such examinations of Negro applicants will be handled in the same manner as prescribed for white applicants."

The requirements for appointment of Negro applicants will be identical with those prescribed for white applicants, Colonel Skaggs said.

Present plans for a vastly expanded air force call for the training 7,000 military pilots annually, plus 3,600 aerial navigators and bombardiers. Under the present system a new class of cadets starts training every five weeks. Thus, in order to meet the demands of the proposed expansion, it is necessary to graduate 1,000 cadets every five weeks.

New York Age
New York, N. Y.

Negro Air Corps Enlistments To Start This Week

MAR 29 1941

WASHINGTON, D. C. — Plans were announced by the War Department March 21 for the creation of the 99th Pursuit Squadron, first Negro unit of their Army Air Corps, for which 276 Negroes from all sections of the country will be enlisted for ground service Applications will also be accepted from Negro candidates for appointment as flying cadets to qualify as pilots of the squadron.

The unit will have about 33 pilots. The 276 men to be enlisted will be trained as maintenance crews of the squadron. Like all other men recruited for the Air Corps, these recruits must have at least a high school education. They must also pass the Air Corps test to determine their suitability for attendance at Air Corps technical schools.

MAR 29 1941

After the men have completed basic training at Chanute Field, Illinois, on or about October 1, 1941 they will be transferred to Tuskegee, Ala., where the 99th pursuit squadron will be formed. There the flying phase of the training will begin at a cadet school to be established near Tuskegee Institute.

Prospective recruits for ground service are advised they will be accepted in order of their application—the first come the first served. Enlisting will begin in about a week, which will give all applicants equal opportunity to reach recruiting stations at designated air fields. The distribution of recruiting is as follows:

Mitchell Field, New York	40
Boling Field, D. C.	40
Maxwell Field, Ala.	60
Paterson Field, Ohio	30
Chanute Field, Ill.	50
March Field, Calif.	26
San Angelo Field, Tex.	30

Washington Tribune
Washington, D. C.

NEGRO APPLICANTS TO BE TRAINED AS SERVICE CREWS

MAR 29 1941

Separate Unit also Supposed to Have About 33 Pilots

The War Department this week announced plans for the creation of the 99th Pursuit Squadron, first Negro unit of the Air Corps, for which 276 Negroes from all sections of the nation will be enlisted for the ground service.

Applications also will be accepted from Negro candidates for appointment as flying cadets to qualify as pilots of the squadron. The unit will have about 33 pilots.

The 276 men to be enlisted will be trained as maintenance crews of the squadron. Like all other men recruited for the Air Corps, these recruits must have at least a high school education. They must also pass the Air Corps tests to determine their suitability for attendance at Air Corps technical schools.

MAR 29 1941

Transferred to Tuskegee

After the men have completed their basic training at Chanute Field, Illinois, on or about next October 1, they will be transferred to Tuskegee, where the 99th Pursuit Squadron will be formed.

There the flying phase of the training will begin at a flying cadet school to be established near Tuskegee Institute.

Prospective recruits for the ground service are advised that they will be accepted in the order that they apply—first come first served. Enlisting will begin in a week, which will give all applicants equal opportunity to reach recruiting stations at designated air fields.

The distribution of recruiting quotas is as follows: Mitchell Field, New York, 40; Bolling Field, District of Columbia, 40; Maxwell Field, Alabama, 60; Patterson Field, Ohio, 30; Chanute Field, Illinois, 50; March Field, California, 26; San Angelo, Texas, 30.

Pay is 75 Monthly

Flying cadets are paid $75 a month and receive $1 a day ration allowance. The Tuskegee course of training will require 30 weeks. Upon successful completion of the course, a flying cadet is eligible for appointment as second lieutenant in the Air Corps Reserve and is subject to call to active duty.

At least four of the non-flying officers for the squadron will come from existing ground units of other arms of the service. All Army and Corps Area commanders have been notified that four Negro officers, lieutenants or captains, are to be detailed to the Air Corps for one year of non-flying duty. Any Negro officers desiring this detail may make application to their commanding officers. These officers will be needed about September 1

MAR 29 1941

Two more prospective Negro non-flying officers will enroll as students April 7 at New York University in engineering courses utilized by the Air Corps in training many of its engineering officers.

Bristol, Va. News-Bulletin
March 10, 1941

NEGRO YOUTH WILL RECEIVE AIR TRAINING

An airplane is a remarkable thing, one of the major man-wrought miracles of the age, but it isn't of great value without a good pilot in it. Because this fact is obvious, it is one of the major concerns of the United States Army air corps, Lieut. Tommy Thompson, in charge of Roanoke, Bristol and Norton recruiting stations.

With the plane force of the Air Corps being expanded swiftly and with the modern army increasingly dependent upon its air arm, the pilot force must keep pace. The Air Corps "big plan" to provide the pilot is doing the job successfully, Lieutenant Thompson said.

The "big plan" already well-established, involves the use of civilian air schools to give the fledging flyers their elementary training. To the dozen and more of them scattered throughout the country, bright, healthy young men are flocking to try their wings under expert supervision. From these schools they are sent to the Army's own basic training schools, most well known of which is the famed "West Point of the Air" at Randolph Field, Texas.

Every seven months a new batch of pilots is graduated, their wings gleaming proudly upon their uniforms and their commissions as Second Lieutenants in the Air Corps Reserve crackling newly in their pockets. These young pilots, who, after their Air Corps training, are among the best pilots in the world, quickly take their places at the controls of the Army's newest airplanes as they accept their assignments to a year of active service.

There's always room for more aspirants, though, Lieutenant Thompson said, and the Air Corps needs every pilot it can get. It selects them from among young men between the ages of 20 and 26, inclusive, who possess two years of college education or its equivalent, who are unmarried and who are in good physical condition.

Lieutenant Thompson termed it the "best flying training in the world" and the only way, as far as he knew, that a young man could get such training and he paid for it, to boot. Flying Cadets receive $75 monthly in addition to their living quarters, food, clothing and dental and medical care. White and colored applicants with the above qualifications will be accepted.

For application apply to U. S. Army Recruiting Station, post office building, Bristol, Tazewell, Marion or Pennington Gap, Va.

Brunswick, Ga., News
April 3, 1941

ALL-NEGRO FLYING SQUADRON PLANNED

TUSKEGEE INSTITUTE STUDENTS HOPE FOR MAJORITY OF PLACES

Tuskegee, Ala., April 3. (AP)—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the army's first all-negro air unit—the 99th pursuit squadron—is activated here Oct. 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitch-hiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson, first negro to win a commercial pilot's license, runs the program and holds an army contract to give elementary training to the fledglings of the 99th.

The cadets will meet the same requirements as for white air corps fliers, having two years of college education—or the ability to pass an examination showing equivalent knowledge—must be single and between 20 and 27 years of age.

Talladega, Ala., Daily Home
April 12, 1941

TUSKEGEE STUDENTS ARE ANXIOUS FOR AIR JOBS

Believe They Will Win Most Of Squadron Posts For Negroes

TUSKEGEE, Ala., April 12.—(INS) Students at the Tuskegee Institute, one of the world's largest Negro educational institutions believe they will win most of the 33 appointments as flying cadets in the first all-Negro air corps squadron soon to be organized.

Tuskegee is the only Negro school with an advanced civilian pilot training program underway.

The new unit, the 99th Pursuit Squadron, will be activated here October 1.

47a-1941

The Plaindealer
Kansas City, Kan.

AVIATION FOR NEGROES

JAN 31 1941

Aviation as a medium for transportation, communication, commercial business and war has become a permanent fixture in the life of the world. Today it is still in its infancy but in a short while to come, perhaps a year or two, aviation will be almost as common as the everyday automobile. So it is but natural that Negroes have a desire to keep up with the times in order that they, too, can make adjustments and live in a competitive world. There is but one difference between a Negro with the ability to fly and a white man with the ability to fly. That difference is merely a difference in the pigment content of the skin. Beyond that, there is no difference. The only thing that stands between the Negro's being given an opportunity to fly, an opportunity to be trained to fly is his color. The records will show that Negroes who have made application to enter the United States air corps to become flying cadets have qualified according to the standards laid down by the Government just as other men, but they have been turned down because their skin is black. The most recent case brought to our attention is that of Yancey Williams, a student at Howard university, who recently filed a suit to compel officials of the War Department to consider his application for enlistment in the United States Army Air Corps as a flying cadet. The complaint, which was filed in the United States District Court for the District of Columbia, named as defendants Secretary of War Henry Stimson, Chief of Staff Major General C. Marshall, Adjutant General E. S. Adams, Chief of Air Corps Major General Henry H. Arnold and Major General Walter S. Grant, Commander General of the Third Corps area.

Williams filed his suit after his application had been denied. Williams has completed two years of college work at Howard university and has successfully completed the primary and secondary training course of the Civil Aeronautics Authority and holds a private pilot's license. He passed the physical examination by army physicians and met all requirements necessary for entrance, but the Commanding General, because of complaints on the part of the white men, refused to consider the application on the grounds that Williams was a Negro.

We are not able to know what the outcome of Williams' suit will be but we predict that the Supreme Court will not uphold discrimination in this matter. Williams has a right to enlist and, if our Government means to put into practice Democracy, he should not be denied the opportunity to serve his country.

If You'd Only Fight Intelligently!

JAN 31 1941

WHERE ARE THE CYNICS and pessimists who said the Negro would never have a chance in the Air Corps? You have read by now of the action of the War department. There will be a Negro pursuit squadron, officered and personneled by Negroes. How did it come about? An intelligent fight to include you was successfully waged. A Howard (Washington, D. C.) student sued the War department and four high officials because he was excluded solely on account of his race. The next day a Negro Unit was born!

It definitely won't be long now. Don't think that such a unit won't see action. The Negro said he wanted action and if things keep going as they are, you will get plenty of action, and how!

It won't be long before you will be able to do more than peal potatoes in the Navy. Things are picking up for you and yours. Don't spend your time crying and telling sad stories. Nobody wants your troubles, each man has his own. Don't fret. Fight intelligently!

You know the record of the Negro soldier. There is no record like it in all the world. The Negro flyers will know that they have a record to maintain and can be counted on to keep the standard high.

The flyers will be trained at Tuskegee. Everything revolves around the great school at the moment. Do you know all you should know about the Alabama institution? Get a book on the life of Booker Washington, only born educated man the world has as yet seen. Read the inspiring story of the life and works of the father of Industrial education. Dr. Washington was several generations ahead of his group. The Niagria movement tagged him a Judas. As intellectual as its leaders were they could not see in him the savior that Time proved he was! Stay on in there and fight. Judging the future by the immediate past, it doth not yet appear what you ultimately will do if you prosecute your objective intelligently!

Amsterdam News
New York, N. Y.

NEGRO AIR SQUADRON TO BE TRAINED IN GA.

FEB 8 1941

WASHINGTON — (ANP)— The 3rd Aviation squadron, composed of approximately 250 Negro selective service recruits, will be stationed at the Army Air corps, Savannah, Ga., field officials said Friday.

Organization of the first Negro squadron in the air corps, a pursuit squadron to be stationed eventually at Tuskegee, Ala., was announced Thursday by the war department. Pilots and ground crews of this squadron will be Negroes.

Amsterdam News
New York, N. Y.

Twenty-five Thousand Wanted

MAR 5 1941

Uncle Sam wants 25,000 young men for training in the air corps. This appeal has come through the press and over the radio. It has been most urgent. Yet when able-bodied, well-trained Negro applicants present themselves for this service they are turned down on one pretext or another, but in most cases with the blunt statement that, "We don't hire Negroes."

What we would like to know is just why aren't Negroes wanted? Just what is wrong with the Negro technician and others who are ready, willing and able to shoulder their share of the nation's burden in this hour of trial, when, according to President Roosevelt, every man is needed in the effort to build hemisphere defense.

The claim that whites and Negroes cannot work together is plain bunk. They can. This has been proved in Harlem and in other sections where department stores, taverns, theaters and other enterprises have employed members of both races who, in turn, have gotten along splendidly. It has been proved in Hollywood and Broadway where Negroes and white have worked together in pictures and on the stage without the slightest friction.

The same white soldier or civilian who comes to Harlem to eat, drink and enjoy himself with Negroes with complete satisfaction suddenly finds that same Negro objectionable as soon as they reach the South end of Central Park. Why? It is obvious that the whole attitude is created to prevent Negroes from making progress, to keep them from getting better jobs, to keep them from enjoying the fullest measure of manhood by making them feel inferior.

MAR 15 1941

Indeed, some progress has been made that is, here and there by sheer force of his own intelligence and ingenuity some Negroes have been able to rise to a new heights, but in the main the masses of Negroes are as bad off as they ever were. The Negro has a right to know from those in power just why the doors of opportunity remain closed to him. He has a right to know whether his government stands for the things its officials preach or if the entire matter is a joke and smokescreen, and the Negro is irrevocably doomed to the roles as dewers of wood and drawers of water in the American setup.

Chicago Defender
Chicago, Illinois

Enlist Air Corps Cadets In Milwaukee

MAR 22 1941

MAR 22 1941

MILWAUKEE, Wis. — Colored Milwaukeeans, who meet the physical and educational requirements may be enrolled as flying cadets in the army air corp, it was announced this week by Capt. Thomas W. De Mint, in charge of the recruiting office at the Post Office building.

Pointing out that four colored men had applied since last September for positions in the flying service, the officer stated that he was desirous that these and other men apply at the recruiting office for examinations this week.

The examining board will be here until Monday, March 24, and will return on April 13 for another week. Men between the ages of 20 and 26 who have 60 college credits, are eligible for enlistment.

Afro-American
Baltimore, Maryland

Navy Wants Aviation Cadets but Insists They Be White

MAR 1 1941

WASHINGTON

Further development of naval air stations to take care of deliveries of airplanes and entry of 1,000 young men a month into the Navy for training as aviation cadets are required under the current program for procuring 10,000 airplanes for the Navy.

The number of airplanes now estimated to be delivered under this program requires that provision be made in the next fiscal year for ground facilities for their operation and maintenance, Harold D. Smith, director of the Budget, has advised the President.

The cost of this program will be borne by all the taxpayers of the nation—white and colored alike. But candidates for appointment as aviation cadets, leading to commissions as ensigns in the Naval Reserve and assignment to flying duty with the United States Fleet must be white, between their twentieth and twenty-seventh birthdays at the time of their appointment, and unmarried.

Other requirements are that they must be college graduates or have completed not less than two full years of credit at a recognized four-year college.

The need for the increased number of aviation cadets in the Navy is twofold. Approximately 15,000 pilots will be necessary to man the 10,000 planes contemplated in the long-range aeronautical program of the Navy. Upon commissioning of the newest Navy flight training center at Corpus Christi, Texas, about March 12, the Navy will operate three flight training centers.

The three centers will be located at Pensacola, Jacksonville and Corpus Christi. It is expected that these three centers will receive a total monthly quota of approximately 800 student aviators.

Aviation cadets will be furnished all necessary uniform equipment and will receive pay and allowances amounting to $105 a month. Upon being commissioned as ensigns in the Naval Reserve their pay and allowances amount to approximately $245 a month.

New York Age
New York, N. Y.

National Airmen's Association Scores Jim Crow Air Corps; Calls Proposal Ridiculous

FEB 22 1941

CHICAGO, Ill.—The plan to set up a jim crow air squadron which would exclude Negroes from training offered at Kelly Field, popularly known as the "West Point of the Air" is even more ridiculous than the policy which calls for separate units in the army and navy, yet permits Negroes to attend either West Point or Annapolis.

FEB 22 1941

This was the substance of remarks made this week by Cornelius R. Coffey, president of the National Airmen's association, after he had been informed of the stand taken by Walter White, executive secretary of the National Association for the Advancement of Colored People in support of the airmen's position.

According to Coffey, Negroes under the proposed setup will be required to finance themselves during certain periods of their training, whereas white youths are not only given subsistence by the government, but are paid $75 monthly from enrollment to completion of course.

Secondly, he pointed out, that in spite of statements by the War Department to the contrary, it is impossible to train at Tuskegee, even though better facilities are provided, flyers who can compare with the graduates of Kelly Field which is perhaps the best equipped training field in the world. If Negroes are denied access to its present facilities and they will be under the present plan, it will be impossible for them to compete with the whites.

Tribune
Philadelphia, Pa.

Jim Crow Air Squadron Denounced By National Airmen's President

FEB 20 1941

CHICAGO—The plan to set up a jim crow air squadron which would exclude Negroes from training offered at Kelly Field, popularly known as the "West Point of the Air", is even more ridiculous than the policy which calls for separate units in the army and navy, yet permits Negro to attend either West Point or Annapolis.

This was the substance of remarks made this week by Cornelius R. Coffey, president of the National Airmen's association, in agreeing with the stand taken by Walter White, executive secretary of the National Association for the Advancement of Colored People in support of the airmen position.

FEB 20 1941

Coffey, president of the association which has consistently fought for the integration of Negroes into the air corps without regard to race, declared that the proposed black squadron at Tuskegee as outlined can be nothing more than a glorified civil training course.

According to Coffey, Negroes under the proposed setup will be required to finance themselves during certain periods of their training, whereas white youths are not only given subsistence by the government, but are paid $75 monthly from enrollment to completion of course.

FEB 20 1941

Secondly, he pointed out, that in spite of statements by the War department to the contrary, it is impossible to train at Tuskegee, even though better facilities are provided, flyers who can compare with the graduates of Kelly Field in Texas.

Before the army will commission an air cadet, he said a candidate must go through a period of rigid training at Kelly Field which is perhaps the best equipped training field n the world. If Negroes are denied access to its facilities, and they will be under the present plan, it will be impossible for them to compete with the whites.

First Call Out For Negro Pilots

World-Telegram
New York, N. Y.
MAR 21 1941

By the Associated Press.

WASHINGTON, March 21.—The Army called today for volunteers on a "first come, first served" basis for the Negro unit of the Air Corps. The unit, the 99th Pursuit Squadron, will have about 33 pilots and a ground crew of 276. It is to be formed at Tuskegee, Ala., in the fall after training is completed.

Spartanburg, S. C., Herald
March 21, 1941

14 AIRPORTS PUT ON LIST TO TRAIN 'GROUND' CLASSES

Washington, March 20 (AP).—Extension of its classes for airport ground servicemen to 14 airports in the Southeast was announced today by Col. Donald H. Connolly, administrator of civil aeronautics.

Each class is composed of one instructor and ten students. A special WPA project, it is sponsored by the national defense advisory commission in cooperation with the CAA and the office of education.

New Locations selected for classes include:

Douglas municipal airport, Charlotte, N. C.; Orlando airport, Orlando, Fla.; Savannah, Ga., airport; Tuskegee Institute, Ala.; Gate City flying service, Atlanta, Ga.; Greenville, S. C., airport.

Tuscaloosa, Ala., News
March 25, 1941

Creation Of Negro Air Unit Planned

MONTGOMERY, Ala., Mar. 25—(AP)—Plans for creation of the 99th Pursuit Squadron of 276 enlisted men, the first negro unit of the air corps, were announced Monday by Southeast Air Corps Training Center. Enlistments will be taken within a week.

Applications also will be accepted from negro candidates for appointment as flying cadets. The unit will have about 33 pilots.

The 276 enlisted men will be trained as maintenance crews, and like all other men recruited for the air corps, they must have at least a high school education.

After the men complete basic training at Chanute Field, Ill., they will be transferred to Tuskegee, Ala., where the 99th Pursuit Squadron will be formed.

There the flying phase of the training will begin at a flying cadet school to be established near Tuskegee Institute.

Prospective recruits for ground service were advised they would be accepted in the order in which they apply—first come, first served.

47a-1941

Kansas City Call
Kansas City, Mo.

N.A.A.C.P., Negro Airman Do Not See Equality in Plan for Tuskegee Unit

Walter White Says Set-up Unsatisfatory From Negro's Point of View as Well as National Defense; Fixes Segregation

FEB 21 1941

NEW YORK.—Protesting the establishment of a Jim Crow air squadron at Tuskegee, the National Association for the Advancement of Colored People, in a letter to the War department, made public this week, characterized the set-up as an extension of the "undemocratic and un-American practice of segregation of the Negro," in the national defense program.

The letter, which was sent to William H. Hastie, civilian aide to Secretary of War Stimson, was a criticism of the plan outlined by Under Secretary of War Patterson, at a press conference in Washington, January 16, when the war department official announced that a Negro pursuit squadron would be organized and that pilots would be trained for this squadron at Tuskegee institute, in Alabama.

FEB 21 1941

According to the plan, Negro pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The pilots will be trained at Tuskegee, using a special field which will be constructed for them. The plan calls for training a ground crew of some 400 men for several months at Chanute Field, Ill., and then transfering them to Tuskegee. The squadron, according to Patterson will include 33 pilots and 27 planes. The plan is scheduled to get under way this month.

Is Harmful

Pointing out that the plan is "wholly unsatisfactory not only from the point of view of the Negro but as well that of national defense," the letter said:

"It is the measured opinion of the National Association for the Advancement of Colored People that this procedure is wholly unsatisfactory not only from the point of view of the Negro but as well as that of national defense.

"In the first place, beginning the training of Negroes in the air corps in a wholly segregated setup cannot fail to be distinctly harmful in fixing the pattern of segregation more firmly than has ever before been the case. A more effective and courageous procedure by the War department would be, in our opinion, to integrate Negroes into training courses in states where segregation is not either the practice or the pattern in schools and other public places.

"Such action by the War department would have at least indicated some intention on its part to begin abolishment of the undemocratic and un-American practice of segregation of the Negro.

"The proposal announced on January 16 by Undersecretary Patterson is, in addition, a procedure which does not promise the development to maximum efficiency of pilots trained in this segregated unit.

Training Not Adequate

"As far as information available to us is concerned, there can be no such thing as properly trained Negro aviators in a jim crow squadron because on the basis of the War department's past performances, there is no assurance whatever that members of this squadron will take part in the necessary tactical training with larger units, a situation which must obtain, if these men are to be fitted for actual combat flying.

FEB 21 1941

"A flier trained in a small unit cannot possibly hope to be as efficient as one who has had the benefit of the complete training offered by being schooled in a full unit.

"Any attempt to explain that Negroes trained at Tuskegee would have the benefit of instructors at Maxwell Field does not seem to us to be a satisfactory answer.

"If the war department has any justification whatever for its maintenance of segregation, it is manifestly absurd to expect in a state like Alabama that there could be such unification of training at Maxwell Field and the proposed new field at Tuskegee which would make good pilots of these men trained at Tuskegee."

Black Dispatch
Oklahoma City, Okl.

Army to Open Air School In Tuskegee

MAR 1 1941

WASHINGTON, D. C. — (ANP) — Tuskegee Institute is to become one of the really important units in the national defense program of the United States Army Air Corps. Almost on the heels of the announcement three weeks ago that a pursuit squadron would be established at the famous Alabama school, word has been received that an additional training unit will be established there. This will be a civil Elementary Flying School. It will have a capacity of 60 students, the first of which will be admitted July 15th.

MAR 1 1941

The new school will be operated under the proposed setup will be required to finance themselves during certain periods of their training, whereas white youths are not only given subsistence by the government, but are paid $75 monthly from enrollment to completion of course.

Secondly, he pointed out, that in spite of statements by the war department to the contrary, it is impossible to train at Tuskegee even though better facilities are provided, flyers who can compare with the graduates of Kelly Field in Texas.

Before the army will commission an air cadet, he said a candidate must go through a period of rigid training at Kelly Field which is perhaps the best equipped training field in the world. If Negroes are denied access to its facilties, and they will be under the present plan, it will be impossible for them to compete with the whites.

Washington Post
Washington, D. C.

Negro Flying Cadets

MAR 8 1941

Richmond, Va., March 8 (AP).—Col. Leland W. Skaggs, in charge of Army recruiting in Virginia, said today that for the first time the United States Army Air Corps had opened the way for Negroes to apply for appointment as flying cadets.

MAR 9 1941

Sylvester, Ga., Local
March 27, 1941

NEGRO AIR UNIT TO BE FORMED

The Army called Friday for volunteers on a "first come first served," basis for the Negro unit of the Air Corps.

The unit the Ninety-ninth Pursuit Squadron, will have about 33 pilots and a ground crew of 276. It is to be formed at Tuskegee, Ala., in the fall after training is completed.

Like other men recruited for the Air Corps, the 276 men required for the maintenance crews must have at least a high school education. Enlistments will begin next week, and the men will be trained at Chanute Field, Ill.

The pilots for the Negro squadron, like other Air Corps fliers, must have two years college education or its equivalent and must undergo more than six months of training.

Asheville, N. C., Times
April 7, 1941

50 Openings For Negroes Remain In Air Corps School

Three-year enlistments are open for 50 negro recruits at Chanute Field, Ill., in the air corps training school, it was announced today. Training and commissioning of 33 flying cadets to be pilot officers of the squadron, the first negro tactical unit in the air corps, is scheduled to start at Tuskegee institute, Tuskegee, Ala., about Oct. 1.

All candidates for appointment as flying cadets must have at least two years of collage or pass an equivalent academic examination. Candidates for enlistment at Chanute Field are required only to be high school graduates, hold a journeyman's rating in some mechanical trade or pass an academic examination equivalent to a high school education.

Portsmouth, Va. Star
April 3, 1941

COLORED AVIATION STUDENTS PROGRESS

TUSKEGEE, Ala., April 3—(AP)—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the army's first all-negro air unit—the 9th Pursuit Squadron—is activated here October 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only negro college with an advanced school set up under the civilian pilot training program of the civil aeronautics board.

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitchhiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

Kansas City Call
Kansas City, Mo.

Cornelius R. Coffey, President of National Airmen's Association, Says None Can Compare with Kelly Field

FEB 2 1 19

CHICAGO.—The plan to set up a jim crow air squadron which would exclude Negroes from training offered at Kelly Field, popularly known as the "West Point of the Air" is even more ridiculous than the policy which calls for separate units in the army and navy, yet permits Negroes to attend either West Point or Annapolis. FEB 2 1 1941

This was the substance of remarks made this week by Cornelius R. Coffey, president of the National Airmen's association, after he had been informed of the stand taken by Walter White, executive secretary of the National Association for the Advancement of Colored People.

White Youth Paid

Coffey, president of the association which has consistently fought for the integration of Negroes into the air corps without regard to race, declared that the proposed black squadron at Tuskegee as outlined can be nothing more than a glorified civil training course.

According to Coffey, Negroes ated directly by Tuskegee Institute under the supervision of the Civilian Elementary Authorities. It will require the development of an additional new air field with emergency landing fileds. The training the students will receive in this basic and elementary flying school will fit them to enter the pursuit squadron school immediately upon graduation. This will overcome tahe disadvantages of the CAA schools which army flyers have pointed out were excellent for the training of civil or commercial flying but which were not entirely suitable for the training of army flyers. Tuskegee will now have a complete army training school from the ground up. Its cadets will be paid a salary and wear uniforms furnished by the government. Students will be accepted from all over the country.

The Negro And National Defense

Savannah Journal
(Guest Editorial) Savannah, Ga.

THE NATIONAL DEFENSE program has brought into sharp focus the attitude of the nation towards its Negro citizens. Both in private industry as well a sin all branches of the armed forces the Negro has been against a brick wall of discrimination and denial of the right to work and to fight. Such ruthless and vicious practices employed against any other minority group would probably lead to wholesale disloyalty and fifth columnist activities.

But, alas, the American Negro is so docile, tolerant and forgiving that he is willing to go on fighting for the chance to fight and work for the defense of the nation for which he has evinced such enduring loyalty and patriotism. MAR 29 1941

IN AMERICA, PERHAPS, AS NOWHERE ELSE ON EARTH, DEMOCRACY AND CHRISTIANITY ARE ON TRIAL IN THEIR TREATMENT OF THE NEGRO. With what gusto some Americans talk about the love of God and the brotherhood of man, while at the same time doing everything imaginable to promote enmity and strife between various groups.

To us it is inconceivable that a Christian and a patriot could acquiesce, not even to mention engaging, in the deliberate discrimination against men and women, just because in the wisdom of God these man and women happen to be born of a different racial stock. MAR 29 1941

Millions of black men have died that democracy might reach the degree of efficiency that it now enjoys, and, if it is preserved, many more will die defending and preserving what they themselves have not yet enjoyed. Indeed, the test of whether American Negroes will be given the right to fight and work on equal terms with other Americans may also be the test of whether democracy as we know it is fit to endure.

Back of this military war that has so agitated the minds of the people that no single individual in the world can escape it is a war of ideologies, and there will be no victory worthy of the name until right and justice triumph whoever may win the war of arms.—From Star of Zion.

APR 2

URGE DEFERMENTS

Pointing out that procedure for commissioning men in the Services, or approving enlistment as flying cadets, required considerable time because of investigations and examinations by Army, Navy or Marine Corps authorities, General Hershey called to attention that men may be deferred from Selective Service training if they are in preparation for a service necessary to "the national health, safety or interest."

Consequently, the General suggested that local boards give temporary deferments or not more than 60 or 90 days to men seeking commission or enlistment

Dothan, Ala. Eagle
April 3, 1941

Tuskegee Students Confident Of Posts In Negro Air Corps

TUSKEGEE, Ala. AP)—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the Army's first all-Negro air unit — the 99th Pursuit Squadron—is activated here October 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only Negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school. Authorized in 1940, students started hitchhiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 Army type training plane, white students at nearby Auburn (Alabama Polytech) voted unanimously to let the Negro fliers use their field and hangar.

Now a new field has been leased here, the Institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson, first Negro to win a commercial pilot's license, runs the program and fliers, having two years of college holds an Army contract to give education—or the ability to pass an elementary training to the fledg- examination showing equivalent lings of the 99th. knowledge—must be single and be-

The cadets will meet the same tween 20 and 27 years of age. requirements as for white air corps

Daily World
Atlanta, Georgia

Youths Seeking To Enlist In Air Corps Will Miss Draft

APR 2 1941

WASHINGTON, D. C.—(S N S)—Negro registrants who have applied for enlistment in the new Army pursuit squadron of the Air Corps may be deferred from Selective Service Training, Brig. Gen. Lewis B. Hershey, deputy director of Selective Service, National Headquarters, has announced.

Following the announcement of the War Department that a Negro pursuit squadron is being organized, General Hershey pointed out that registrants who have applied for commissions in the Army, Navy or Marine Corps or for enlistment as Army flying cadets or Navy aviation cadets or for Marine Corps aviation cadets may be temporarily deferred from Selective Service Training pending action by the military authorities on their applications. APR 2 1941

TO USE CAA PILOTS

The War Department has announced that pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The Negro pilots, it was said, will be trained at Tuskegee, Alabama, in connection with Tuskegee Institute. Thirty-three pilots and twenty-seven planes make up the normal complement of the squadron, which was begun in February.

In a memorandum to State Selective directors, General Hershey said:

"It has come to the attention of National Headquarters that certain registrants have been inducted who were candidates for commissions in the Army, Navy or Marine Corps, or for enlistment as Army flying cadets, Navy Aviation cadets or Marine Corps Aviation cadets. Where induction has been followed by confirmation of commission or enlistment, great confusion and many administrative complications have resulted." APR 2 1941

47a-1941

Journal and Guide
Norfolk, Virginia

99th Pursuit Squadron Called One of Finest

By A. J. SINDT

CHICAGO, Ill. — (ANP) — The 99th Pursuit Squadron, first all-colored unit in the history of the U. S. Army Air Corps, now temporarily stationed at Chanute Field, near Rantoul, Ill., is composed of all different types of skilled aviation maintenance men.

These include aircraft machanists, C mechanics, clerical forces, skilful welders, accurate weather observers and forecasters, radio repairmen and operators, machine-gunners and bombardiers, all of which are essential to an active air-squadron.

STUDY IN AIR SCHOOL

..Six of the 300 men enrolled in the air corps training school have already graduated. These were the teletype and weather observer men, taking a course of 12 weeks each. However, the bulk of the group—those attending the airplane mechancis course—are not scheduled to be graduated until late November or possibly December.

The 99th was activated March 19, 1941, and now has a strength of more than 400 men. Gunter Field, Ala., near Montgomery, was selected as the permanent field for the squadron. However, the entire unit has been temporarily stationed at Chanute until such time as the men have been sent through the school and would be capable of caring for the air-craft assigned to their unit. It will be some time before the 99th will depart for the Alabama field.

ALL PLACES FILLED

Although recruiting got off to a slow start, all vacancies were filled by late June. The young soldiers forming the new squadron came from throughout the United States, the largest groups representing the south and east.

In civilian life these men held a wide range of jobs, while many were college students and outstanding athletes. For instance, within the squadron's ranks are seven members of the Mo. Brown College football squad which won the colored championship for 1940.

They have proved their prowess as athletes at Chanute by winning the annual field and track meet last June 18, massing a total of 46 points against their closest rival's 20 points.

FINE GLEE CLUB

The glee club of the 99th, directed by Pvt. William P. Cobb, Brooklyn, has earned the reputation of being one of the finest musical groups in the army today. This glee club has made many appearances before gatherings in the immediate surrounding community, and only recently sung over radio station WGN, Chicago.

From electrician to army mess-sergeant in four months is the record of Sgt. Henry T. McLendon, formerly of New York City. These are but a few examples of what 99th pursuit men are doing in their new army environment.

The 99th men are good students, according to their instructors. "They have adapted themselves readily to army life, show a fine cooperative spirit, a willingness to work, and work hard," is the verdict of officers in charge of the squadron.

SQUADRON MEANS BUSINESS

F. A. Mack, veteran colored first sergeant, has this to say about his squadron: "I have under my command over 400 of the finest young men in America. The manner in which these men go about their duties and the effort they put into their work shows these fellows really mean business, that they realize what the future holds in store for them."

Six cadets, attached to the squadron, are attending school in preparation toward becoming officers. Cadets William D. Townes, Petersburg, Va. and Wil-

During the past week or o M H. Fountleroy, president of this local, and Isaac Johnson, Hampton business man, have conferred with the contractors in the interest of the placing of colored carpenters on this job.

Messrs. Fountleroy and Johnson have also had several interviews with the business agents of the carpenters' union at Camp

Time
Chicago, Illinois
99th

Flying over a new airdrome near Alabama's famed Tuskegee Institute this week, U.S. Army Air Forces pilots looked down on something new in the world. The air field, still abuilding, looked like many another new Army training center. Four Stearman trainers buzzed on and off in an interminable series of landings and take-offs, and cadets waited on the flying line for their turns to fly.

But pilots who landed and looked around found the scene not familiar at all. All twelve of the gray-clad cadets and the one slim young officer student were Negroes, charter members of the Air Forces' 99th (all Negro) Pursuit Squadron, soon to become the first Negro flying officers of the U.S. Army.

From Fort Riley, Kans. to Tuskegee's new field was transferred a crack Negro line officer, one of two in the Army—28-year-old Captain Benjamin O. Davis Jr. He is the son of the only Negro general officer in the Army, and the fourth of his race to graduate from West Point since it was founded in 1802.

Seven weeks ago, tea-colored Ben Davis took over twelve black cadets. Eleven of them were college graduates, five had already won their private pilot's licenses. For five weeks straight-backed Captain Davis gave them the military works: close-order drill, military courtesy, the fundamentals of soldiering. Two weeks ago he joined them in front of the planes, began to take flying instruction from a civilian staff (three Negroes, one white).

First to solo (in the creditable time of six hours' dual instruction) was Captain Davis. A new class of eleven is already at the field doing its preliminary soldiering, and other classes will follow every five weeks.

Eight miles away a new field is abuilding where the 99th Squadron will make its permanent home. Built at a cost of $2,000,000 (by Negro contracting firm), the new field is bigger (1,642 acres) than many a famed army airdrome, will have 42 buildings when it is completed.

Gabriel Benzur

CAPTAIN DAVIS (*in cockpit*) & CADETS
Every five weeks, another class.

TIME, September 15, 1941

It will also have accommodations for 2,000 men, including 400 pilots—an implied promise that if the 99th turns out to be a good flying outfit the Air Forces will have more of the same kind. From top to bottom such outfits will be all black. To service the 99th's planes, guns and instruments, the Army is training 278 Negro mechanics at Illinois's Chanute Field.

afro-american
Baltimore, Maryland

Chanute 'Flyers' Spend Nights at Hard Study

By OLLIE STEWART

CHANUTE FIELD, Ill.—There hasn't been much time for play here in the Air Corps Technical School since most of the enlisted men in the 99th Pursuit Squadron spend their evenings studying, rather than sitting in the barracks gossiping, or going into some town for a few beers.

When each man enters it is explained to him that, because of the short time in which a large number of men must be trained, students here must cover in four or five months as much ground as is ordinarily covered by a student in a college or university.

No Interference

Studying was made easier, however, by the peculiar circumstances of there being no colored families in Rantoul. A man who wanted to have an evening of fun or social life had to go to Champagne, 16 miles away, or to Chicago, more than 100 miles away.

For those taking the most difficult courses, small rooms for study were provided in each of the barracks. Those taking the course for clerks spend many of their nights working in the offices.

Others spend their evenings in the gym, playing basketball, in the recreation hall or in the movies. There is no noticeable segregation during these hours of play.

All the clerks in the post exchange are Chinese.

Daily World
Atlanta, Georgia

Adjutant Of Air Squadron

FIRST LT. GEORGE W. WEBB, who left for Tuskegee Institute this week where he will be adjutant of the 99th Pursuit Squadron. He has just gone through special training at Chanute Field, Ill., in preparation for his new duties. For the past five years Lt. Webb has been on duty at the CCC camp at Gettysburg, Pa.—(ANP)

Daily World
Atlanta, Georgia

Coast School Would Train Youthful Aircraft Workers

Mexicans, Spanish Barred At Other Schools to Be Admitted

LOS ANGELES—(WS) — The official opening of El Capitan Aircraft Corporation will be held at their building located at 1251 East Olympic Blvd., on October 1, according to an announcement by Thomas C. Allen, president of the newly chartered organization and one of the first Negroes to ever fly across the United States in an airplane.

El Capitan Aircraft Corporation has been established for the double purpose of training students in skilled labor and providing jobs for these and other qualified workers in the aircraft industry. Other fields of skilled labor will be taught and this will be the first trade school on the Pacific Coast which will permit colored boys to enter any course without any kind of strings attached.

The school will be run on a democratic basis and there will be no discrimination because of race, color or religious belief. Because of this policy, many other racial groups have become interested in the school. Seventy-one Spanish speaking societies in the United States, Mexico, South and Central America have requested the company to translate their entire course into Spanish and establish a Spanish section.

This request has come because of the racial discrimination practiced by many schools in Southern California towards the Mexican people and the Spanish speaking people of South and Central America.

An important announcement has been made by Mr. Allen who said a special dispensation will be made for the first thirty students who enter the school of El Capitan Aircraft Corporation. The section of the country will not matter as all applications will be handled in the order that they are received.

One of the guarantees made by the officials of the school is employment after the student completes the prescribed course in the field which he has studied. This promise has been lacking in many of the trade schools and Mr. Allen states there will be plenty of opportunities for those men who have completed the course at the El Capitan Aircraft Corporation.

Pittsburgh Courier
Pittsburgh, Pa.

THIRD CLASS OF AIR CADETS ENTER TUSKEGEE

TUSKEGEE, Oct. 16—(ANP—The third class of flying cadets to train for the 99th Pursuit Squadron reported to Captain B. O. Davis, Jr., at Tuskegee Institute Oct 4. The 10 new cadets bring the total number now receiving training up to 30.

The 10 new men represent seven Negro colleges and two white universities. The geographical distribution covers nine states and the District of Columbia. Their aviation experience is practically negative.

Answering roll call in this group designated at Class 42E are: Bowie, Embra, Coleman, from Baltimore B. S. from Morgan college; Flowers, Chas. Herbert Jr., Greensboro N. C. student at A. and T. college; Holt, Theodus Jack, Fort Worth, Tex. B. S. from Lane College, Jackson, Tenn., Omega; Knighten, James Bernard, Tulsa Okla., A. B. from Dillard; Knox George Levi, Indianapolis, A. B from Fisk university, Kappa; Lyle Edward Harrison, Arkansas, student at Ohio State university; Lytle, Erskine, Jr., Nashville, B. S., from Kentucky State college, Omega; Melton, Manson Arthur II Kentucky, A. B. from Kentucky State college, Kappa; Rayford, Lee Washington, A. B. Lincoln university (Pa.) Omega; White. Sherman Windham Jr., Montgomery, Ala., student at the University of Chicago, Kappa.

All flying cadets are at present housed on the campus of Tuskegee and have their meals in the institute cafeteria.

White Versus Patterson

BORDENTOWN—Walter White of the NAACP assailed President F. D. Patterson of Tuskegee Institute here Saturday because Patterson had asked for and gotten a segregated Negro aviation base at the school.

"My good friend President Patterson called me and asked me to go with him to see Under Secretary of War Robert Paterson to get such a flying school. I refused," White told the YMCA laymen's panel meet. "Patterson called my refusal on the grounds of segregation an academic question. So he went himself and the school was established even while the rest of us were fighting to enter the white aviation schools. Now we have only 33 Negroes out of an estimated 50,000 fliers to be trained. This is what comes about because a Negro asked for segregation at his own school.

WASHINGTON — Ten young colored men who have qualified as aviation cadets in the United States Army will begin training at Tuskegee Institute, Tuskegee, Alabama, on July 19, 1941, as pilots for the 99th Pursuit Squadron, first tactical unit in The Army Air Forces composed of colored soldiers, the War Department announced today.

The ten men constitute the first class in this project. Although the quota of pilots for the squadron is about 33, a total of about 100 colored aviation cadets will be trained annually. This is necessary because experience has shown that about 50 per cent of all pilot candidates normally fail to complete the training course successfully.

One of the aviation cadets is an enlisted man in the Army. He is Private Charles Dudley Lyons, Headquarters Battery, 100th Coast Artillery (Anti-aircraft) Camp Davis, North Carolina. The other nine men are civilians qualified from civilian life are:

Lemuel Rodney Custis, 67 Pliny street, Fairfield, Connecticut.

Frederick Henry Moore, Box 666, Tuskegee Institute, Tuskegee, Alabama.

John Corrie Anderson, Jr., 699 Indiana avenue, Toledo, Ohio.

Charles Henry DeBow, 2843 Boulevard place, Indianapolis, Indiana.

George Spencer Roberts, West Virginia State College, Institute, West Virginia.

William Arthur Buckner, 524 Willow street, Port Huron, Michigan.

Theodore Edward Brown, 1819 Ashland avenue, Evanston, Illinois.

Ulysses S. Pannell, Reagan, Texas.

47a-1941
Pittsburgh Courier
Pittsburgh, Pa.

Army Authorizes $1,800,000 To House Air Squadron At Tuskegee

APR 26 1941

Funds Will Provide Modern Facilities for First Race Tactical Unit in Air Corps —63 Officers, 30 Pilots and 477 Enlisted Men Will Be Stationed at Alabama School.

APR 26 1941

WASHINGTON, April 24. —Authority has been granted and $1,813,402 reserved for the construction of temporary buildings and facilities for the training school and pursuit squadron at Tuskegee, Ala., the War Department announced today.

Plans for the formation of this first Negro tactical unit in the Air Corps were originally announced by the Hon. Robert P. Patterson, the Under Secretary of War, January 17, 1941. The unit has been designated the 99th Pursuit Squadron.

APR 26 1941

The station will be constructed after leasing of land has been completed, and all work will be under the direction of the Corps of Engineers.

TO TOTAL 38 BUILDINGS

Pans call for $469,765 to be spent for administration and housing on the new project while technical construction, including hangars, runways, night lighting and radio equipment will cost $1,178,782. Engineering overhead will amount to $164,855.

The following construction for the new station is planned:

- 7 Barracks, Enlisted Men
- 1 Barracks, Cadet
- 2 Day Rooms
- 3 Supply Rooms (Organization)
- 2 Mess Halls
- 2 Qarters, Officers'
- 1 Quarters, NCO
- 1 Admin. Bldg. Post
- 1 Fire Station
- 1 Guard House
- 10 Hospitals
- 1 Post Exchange
- 1 Flag Pole
- 1 Gasoline Storage
- 1 Motor Repair Shop
- 1 Recreation Building
- 1 Warehouse, Q.M.
- 1 Commissary
- 1 Operation sBuilding
- 1 School Building
- 1 Shop, A.C. (Hangar with Parachute Building)
- 1 Radio Station
- 1 Control Tower
- 1 Warehouse, Ord. and Sig.
- Night Lighting
- Paving of Aprons and Taxi Strips
- Fencing, Grading and Drainage of Field
- Plus Utilities

570 OFFICERS AND SOLDIERS

Personnel to be stationed at Tuskegee are as follows:

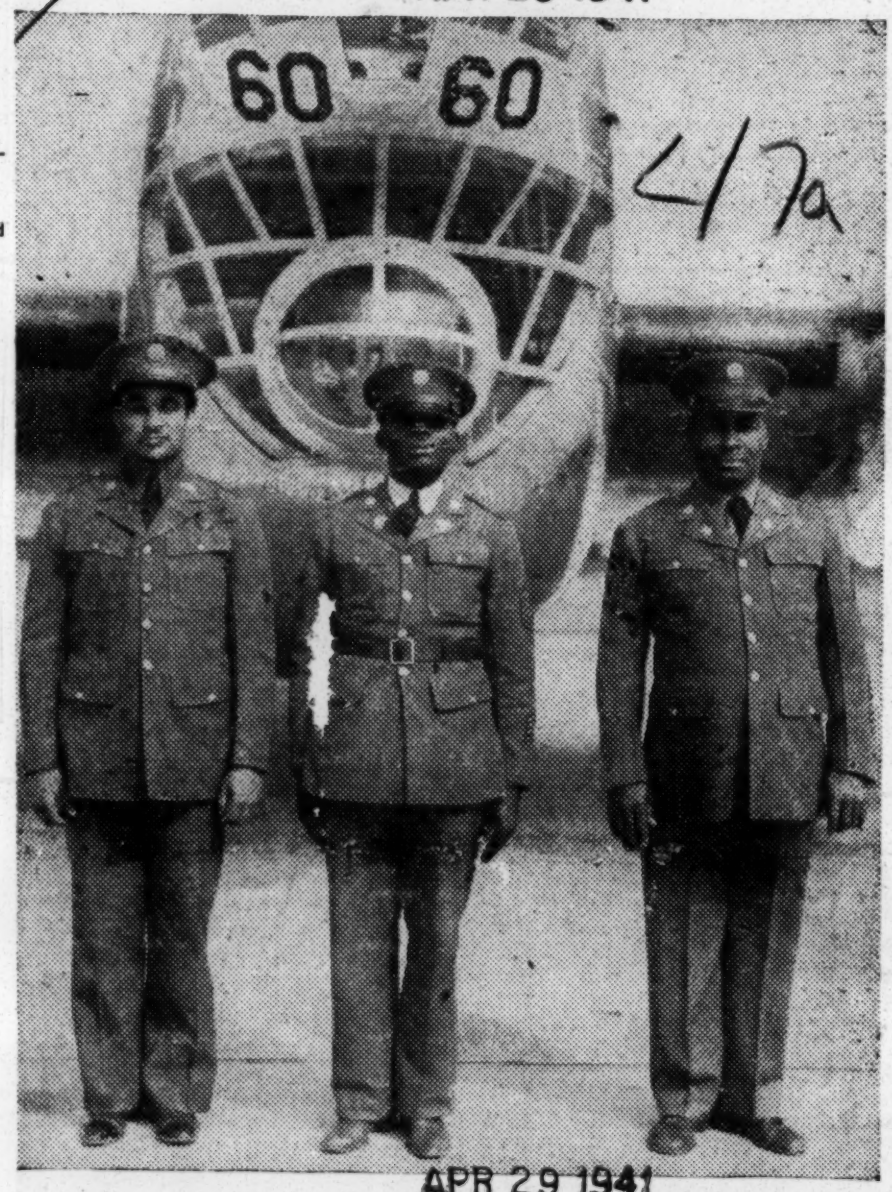
AIR CORPS TROOPS

	Officers	Cadets	Enlisted Men
99th Pursuit Sq.	33		210
Group Hq. & Hq. Sq.			
Air Base Grp. Det.	10		160
Instructors	11		15
Weather Detachm't	1		10
Communication	1		10
Cadets		30	
Air Corps Total	56	30	405
OTHER TROOPS			
Quartermaster	1		20
Signal Corps	1		14
Ordnance			3
Chem. Warfare Serv.			4
Medical Corps	5		31
Other Troops Total	7		72
TOTAL TROOPS	63	30	477

Daily World
Atlanta, Georgia

Developing Future Airmen

APR 29 1941



APR 29 1941

These three non-commissioned officers are taking an important part in the leadership of the 99th Pursuit squadron, new all-colored Army Air corps unit. Stationed at Chanute Field, Rantoul, Ill., where Negro recruits are receiving training as airplane mechanics and specialists, they are, left to right, Sgt. Napoleon Herron, Los Angeles, Calif., supply sergeant; 1st Sgt. Henry Scott, formerly of Fort Benning, Ga., and Sgt. Anthony Ridley, Douglass, Arizona.

Chicago Bee
Chicago, Illinois

Pilots Wanted

APR 27 1941

MRS. Eleanor Roosevelt was recently photographed while riding in one of the airplanes at Tuskegee Institute which was piloted by a colored aviator.

The wife of the President is willing to risk her life on the ability of a colored flyer while the United States Army Air Corps pursues its discriminatory policy and limits participation of Negroes in that branch of the military program to a squadron of thirty-three. There is something that borders on a sinister attitude in such a policy. While the country needs all the pilots it can obtain, it needs only thirty-three Negroes. Why? Certainly there is nothing in their records to show that their ability warrants such action, for Col. John Robinson proved beyond a reasonable doubt that a Negro flyer can out-maneuver the best pilots of Europe. It was he who flew the antiquated plane of Haile Selassie in competition with the most up-to-date planes that Europe could offer and was never shot down though he brought others to the ground. He did not have a fast plane but he had courage and ability. Thus he was never captured though he captured others. He was more than once surrounded by hordes of fighters but his ingenuity and skill made it possible for him to escape. If Col. Robinson were white he would have a desk in Washington. He knows more about fighting across the pond than any other aviator in this country.

APR 27 1941

Kansas City Call
Kansas City, Mo.

Government Sets Aside Nearly Two Million for Air Squadron Facilities

APR 25 1941

Money Reserved for Construction of Barracks, Hospitals, Hangars, Shops And Other Necessary Units

WASHINGTON. — Authority has been granted and $1,813,402 reserved for construction of temporary buildings and facilities for training school and pursuit squadron at Tuskegee, Ala., the War department announced Monday.

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The station will be constructed after leasing of land has been completed, and all work will be under the direction of the Corps of Engineers.

Plans call for $469,765 to be spent for administration and housing on the new project, while technical construction, including hangers, runways, night lighting and radio equipment will cost $1,178,782. Engineering overhead will amount to $164,855.

The following construction for the new station is planned:

7 barracks, enlisted men
1 barracks, cadet
2 day rooms
2 supply rooms (organization)
2 mess halls
2 quarters, officers'
1 quarters, NCO.
1 administration building post
1fire station
1 guard house
10 hospitals
1 post exchange
1 flag pole
1 gasoline storage
1 motor repair shop
1 recreation building
1 warehouse, QM
1 commissary
1 operations building
1 school building
1 shop, AC (hanger with parachute building)
1 radio station
1 control tower
1 warehouse, Ord. and Sig.
Night lighting
Paving of aprons and taxi strips
Fencing, grading and drainage of field
Plue utilities

Personnel to be stationed at Tuskegee are as follows:

	Officers	*Cdts.*	*Enlisted Men*
AIR CORPS TROOPS:			
99th Pursuit Squadron	33		210
Group Hqtrs. and Hqtrs. Squadron			
Air Base Group Detachment	10		160
Instructors	11		15
Weather Detachment	1		10
Communication	1		10
Cadets		30	
Air Corps Total	56	30	405
OTHER TROOPS:			
Quartermaster	1		20
Signal Corps	1		14
Ordnance			3
Chemical Warfare Service			4
Medical Corps	5		31
Other Troops Total	7		72
TOTAL TROOPS	63	30	477

Chicago Defender
Chicago, Illinois

Collapse Of Morale Is Blamed For Failure To Fill Jim Crow Air Unit

MAY 3 - 1941

(See Photos, Page 8)

By HOWARD D. GOULD

It became apparent late last week when Army recruiting officers made a final and desperate effort to fill quotas for ground crew recruits that formation of the Jim Crow 99th Pursuit squadron had seriously shaken morale among Negroes.

Front page announcements in daily and weekly Chicago newspapers calling for 30 recruits to fill the quota were almost entirely unproductive. In as much as Negroes have waged a relentless campaign for admittance to the air corps, the inability to secure men for the jim crow unit raises the question of what is wrong.

MAY 3 - 1941

It seems apparent that the originators of the Tuskegee plan for a makeshift Jim-Crow squadron were unaware of the true sentiment among Negroes or else they deliberately misinformed the War Department when they suggested that this plan would placate the Negro citizens crying for admission into the air corps.

APR 25 1941

MAY 3 - 1941

However, the War Department must also share responsibility for reducing the morale of Negro citizens. From the moment the Tuskegee plan was announced, there was nation wide protest, and reputable organizations such as the National Airmen's association and the National Association for the Advancement of Colored People pointed out to the War Department that the injection of Jim-Crow into a branch of the service where there was no precedent for such action was ill advised and should be retracted.

In the face of these protests the War Department has persisted in this ill-advised course of action and is now experiencing difficulty in enrolling the small quota of men required.

MAY 3 - 1941

In fact a complete memorandum setting forth objections to this program was submitted to Undersecretary Robert L. Patterson in March by a delegation representing over 100 Chicago and national organizations. To date this memorandum has been ignored although communications have been forwarded to the undersecretary asking for a statement regarding the memorandum.

In view of the patriotism of Negro citizens as evidenced by recruiting records and volunteer draft board records, the failure of Negro youth to enroll under the Tuskegee plan can only be attributed to collapse of morale.

Only last summer Negro youth were setting all time recruiting records when they were given a chance to join regular army units. After the draft law was passed, Negroes although only seven per cent of the population, furnished over 30 per cent of the volunteers at draft boards.

Accordingly it must be conceded that the Tuskegee plan itself is responsible for the poor showing to date.

MAY 3 - 1941

As a matter of fact early difficulties in securing recruits for the Jim-Crow unit were experienced and the Associated Negro Press in a patriotic but misguided attempt to rally men for the Tuskegee plan, urged publications subscribing to its service to carry front page pleas for Negro recruits. This was as unproductive of results as the late attempts of the recruiting officers.

It is significant, that not one Race leader has been willing to publicly defend the organization of the Jim-Crow unit—not even those who are credited with having suggested it to the government.

Letters from men now undergoing training at the Army Air Corps Technical center at Chanute field, indicate that there has been absolutely no friction between them and white soldiers.

Early arrivals spoke glowingly of the cordial reception given them by white boys and related how they had been invited to participate in all the activities at the field.

Under Tuskegee plan, these men will be transferred to the Jim-Crow base now under construction at Tuskegee, Ala. This would indicate that there is no ground in fact for continuing with the Tuskegee plan, and that the idea should be abandoned.

MAY 3 - 1941

The experience of the men enrolled at Chanute proves that prejudice exists mostly in the minds of War Department officials and Negro mis-advisors.

Marion, Ala., Standard
June 12, 1941

Negro Draftee Here Is Licensed Pilot

First Perry County Negro to win his wings, Alfred Tennyson Kynard, 22, hopes to get into some branch of the air service following his induction into the Army at Ft. McClellan today for one year of military training under the Selective Service program.

With 38 hours of flying to his credit, Kynard completed the basic flying course at Tuskegee Institute May 29, and is now licensed as a student pilot by the Civil Aeronautics Administration.

He will be inducted into the Army today with nine other Perry County Negroes, listed by the local draft board as Charlie Underwood, Jimmie Wims, U. S. Tucker, Lucius Benson, James Minnefield, Bennie Haynes, Henry Fowler, Columbus Belcher, and Henry Nixon, Jr.

47a-1941

Daily World
Atlanta, Georgia

Three Graduate At Chanute Field

By Sgt. A. J. SINDT

CHANUTE FIELD, Ill.—(ANP)—Corp. H. S. Carter, Maysville, Ky., Pvt. H. W. Wood, Lexington, Va., and Corp F. H. Black, St. Louis were the first all-colored outfit in the air corps, to graduate from the air corps technical training school, Chanute field branch.

These men have been attending the teletype operators and maintenance course for the past 12 weeks, receiving intensive instruction in all phases. They are now qualified to operate and do maintenance and repair work on teletype machines of the army network.

Their specific job will be to operate the teletype machine that will be installed in the operations and weather office at the field to be constructed at Tuskegee. It is over these wires that weather reports, notice of arrival of pilots from other air corps stations, and clearances to other fields for 99th Pursuit pilots will be sent. However, the move to Tuskegee will not take place for yet some time.

On July 25 five more students of the 99th will graduate. These men are attending the weather observers course, which lasts for 12 weeks.

Daily World
Atlanta, Georgia

Youths Told Eyes Of Nation Are Upon Them

Gen'l Marshall Congratulates New Recruits

TUSKEGEE INSTITUTE, Ala. — (SNS—Under the shadow of the Booker T. Washington Monument the inauguration ceremony initiating the training of Negroes as military aviators for the United States Army Air Corps was held here Saturday afternoon. The occasion marked the beginning of the 99th Pursuit Squadron which will, within a few months, form one of the nation's defense forces. Hundreds of students, faculty members and townspeople witnessed the exercises.

Major General Walter R. Weaver, Commanding the Southeast Air Corps Training Center, Maxwell Field, Montgomery, Alabama, in addressing the young men who have been selected as cadets said: "This training school which is one of 42 such schools in the Southeast Training Center is unique because it is the first one started in which cadets of the Negro race are enrolled.

"The eyes of the nation will be upon you and your success will lay the foundation for others of your race to be called upon to serve in higher branches of the military service. What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause — with these in front of you, you cadets cannot help but be inspired."

PRESENTS GENERAL

Dr. F. D. Patterson, President of Tuskegee Institute, who presented General Weaver, praised the Administration and army officials for the opportunity given members of the race to participate in the air corps and cited it as an example of American democracy.

He pledged Tuskegee's interest and support and expressed appreciation to the Julius Rosenwald Foundation, of which Mrs. Eleanor Roosevelt is a member, for making possible the purchase of land for construction of the preliminary training unit.

Other speakers were Dr. Eugene H. Dibble, Jr., Manager, U. S. Veterans Facility, Tuskegee, Alabama and Capt. Geo. H. Holland, Commander-elect of the Britton G. McKenzie Post No. 150 of the American Legion, which is composed of members of the Tuskegee Institute Faculty, the veterans administration facility and community, many of whom were present in uniform. Both Dr. Dibble and Captain Holland emphasized the large opportunity for service in the program of National Defense which the creation of this unit offers to the Negro youth of the nation.

READS MESSAGES

G. L. Washington, Civilian Director of the Tuskegee Institute Air Training Corps, who was in charge of the exercises, read congratulatory messages from General George C. Marshall, Chief of Staff, U. S. Army, and other high officials of the military and air service.

The Tuskegee band, Capt. Frank L. Drye, conducting, furnished music for the occasion.

Chicago Defender
Chicago, Illinois

White Blasts 'Kegee Prexy On Air Corps

BORDENTOWN, N. J.—Walter White, executive secretary of the National Association for the Advancement of Colored People, speaking on the Negro in National Defense at the Y.M.C.A. Laymen's Conference here last week, vigorously condemned President F. D. Patterson of Tuskegee institute for throwing what he called "stumbling blocks" in the path of those who are waging a fight to open all military aviation training centers to Negroes.

He was backed up in his contention by Judge William H. Hastie, civilian aide to the secretary of war; and Hubert Delaney, member of the board of directors of the U. S. O.

White argued that jim crow facilities place limits upon the opportunities for Negroes, and are a serious blow to racial pride and self respect and should never be sought even though they seem to promise immediate gains.

He stated that Negroes who favor segregation have jim crow conditioned minds and are only in favor of jim crow because it enables them to do a sub standard job and get away with it.

It was his opinion that the successful application filed with the War Department by Dr. Patterson for a jim crow aviation training center at the school will result in the training of a very small number of Negro flyers and also act as a stumbling block in the current fight to open all military aviation training centers to Negroes.

Judge Hastie, civilian aide to the secretary of war, supported White and added that "we should let the other fellow figure out a solution to the segregation pattern over our objection and not accept segregation voluntarily."

White's statement were enthusiastically welcomed by members of the National Airmen's association in Chicago. Spokesmen for the airmen indicated that they planned to continue their fight against discrimination in the air forces with renewed vigor.

Birmingham [illegible] News
July 20, 1941

Tuskegee Air School First For Negroes, Is Formally Dedicated

'You Cannot Help But Be Inspired,' Gen. Weaver Tells Members Of Unit

TUSKEGEE, Ala.—(AP)—The United States Army's first flying school for Negro cadets was dedicated Saturday, marking the formal beginning of the 99th Pursuit Squadron which within a few months will take its place in the nation's defense forces.

Standing in the shadow of a monument dedicated to Booker T. Washington, noted leader of their race, members of the first class of Negro cadets were told by Maj. Gen. Walter R. Weaver, commanding the Southeast Air Corps Training Center:

"What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with those in front of you, you cadets can not help but be inspired."

The first class is composed of 10 men, but eventually the school will be turning out 100 pilots annually. They will go through five weeks of pre-flight training, followed by the usual 30 weeks of primary, basic and advance training at a nearby base now under construction.

A contingent of 278 Negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

The school here is one of 42 that make up the southeastern center. Pointing out that it was unique in that it was the first inaugurated for Negroes, Gen. Weaver told the cadets that "the eyes of your country and the eyes of your people are upon you" and "the success of the venture depends upon you."

The general emphasized "the responsibility of training for the defense of the United States" and admonished the youths that they "can not be inocculated with the ability to fly. The life of a flying cadet is no bed of roses."

Dr. F. D. Patterson, Tuskegee Institute president, referred to the opportunity given Negroes to participate in the air corps program as an example of American democracy, and said "this occasion was made possible because of the financial and spiritual backing of the Julius Rosenwald Fund, of which Mrs. Franklin D. Roosevelt is a member."

Dr. Patterson said the Rosenwald Foundation made possible the purchase of land for construction of the preliminary training unit.

Atlanta, Ga. Journal
July 11, 1941

Tuskegee Base to Open

WASHINGTON, July 11.—(U.P.)—The War Department said Friday that the first 10 men will begin training July 19 at Tuskegee Institute, Tuskegee, Ala., as pilots for the Ninety-ninth Pursuit Squadron, the first Negro tactical air unit.

Pittsburgh Courier
Pittsburgh, Pa.

Says Development Of Fine Air Corps With 99th Is Imperative

TUSKEGEE INSTITUTE, Ala., July 24—"For God's sake, send us your best men. Don't let politics or wealth or social condition or any other factor intrude in the selection of the first men who are to be trained for commissions in the 99th Pursuit Squadron. We'll do the rest. We'll give them the finest training in the American army. They will want for nothing. But we must have men who can absorb the training and who have the necessary aptitudes. For their sake and four our sake, give us your best."

The speaker was pleasant but exacting Brigadier General Beaver, commanding officer of the Southtor of the air training project which involves the 99th Pursuit Squadron, and an officer from the intelligence bureau.

"DO YOUR PART AND DON'T LET US FAIL!"

"Do your part and don't let us fail," was the constant refrain of Gen. Weaver.

As commanding officer of the Southeast Air Training Center, Gen. Weaver heads what is probably the largest army air training program in the country. Under his command are to be 25 projects similar to the one which includes the 99th Pursuit Squadron. They will be strung through several States.

If you told Gen. Weaver that the 99th Pursuit Squadron is a segregated unit, he would object. He insists that it is not. To him it is just another of the training centers under his command. To him it is the same kind of training center as any of the other 24 he supervises.

If you should ask him why the Negro Army flyers are not being trained at Maxwell Field, he would answer that only a few white flyers are being trained at Maxwell Field; that most of them are being trained at centers, such as that of the 99th Pursuit Squadron, in the Southeastern district. He would explain that all the flyers, white and colored, are being trained under direction from Maxwell Field, but the more than two dozen training centers are scattered through several States.

Maybe, if it had been left to General Weaver, there would have been no 99th Pursuit Squadron of Negro aviators. He might not have asked for it and he might not have approved of it. One can only conjecture about that. The same is true of the other training officers associated with the squadron.

GREATLY INTERESTED IN THE SUCCESS OF 99th

But this much is black-and-white truth: Now that Gen. Weaver and these other officers have had the job of training Negro army aviators thrust upon them, they are determined to make good. The impression of the writer is that they are more interested in the success of the 99th Pursuit Squadron than most colored people.

They want to make good for two reasons. The first, and most natural, of course, is that you don't get anywhere in the Army by failing. If a white officer is given colored troops to do a job with and he fails, he simply fails. He has tripped himself and checked his own progress. The second reason is because Gen. Weaver and others have been challenged by a mountain of doubt within and without the Army as to the Negro's capacity in military aviation.

"Whereas 25 per cent of the people may think Negroes will make good Army flyers," explains Major Ellisan, "there are 75 per cent who don't think so."

Within the last few months, Gen. Weaver and these others have learned something about the Negro's flying ability. They have no doubt of what they can do if they get good men. They don't want to flunk them and they are not going to allow them to be sabotaged in any way. Gen. Weaver has accepted the challenge to prove that the Negro can do the job.

"But for God's sake," he emphasizes, "send us your best men for this first test. Maybe later, when we have proved what we can do, you can allow some of the others to try to make the grade. But give us your best now."

99th PURSUIT SQUADRON, AIR SCHOOL DIFFERENT

The 99th Pursuit Squadron must not be confused with the Tuskegee Institute Air School. The Tuskegee school is for the primary and advanced training of civilians and uses two separate airports. The Army training is divided into four parts or phases. The first two of these, Tuskegee has qualified for and contracted to give. The last two will be given at the airport, base and school of the 99th Pursuit Squadron.

Prospective cadets in the 99th Pursuit Squadron will be sent to Tuskegee for their first 15 weeks of training. If they are then qualified, they will be transferred to the school of the 99th Pursuit Squadron for two additional courses, each lasting 10 weeks, before they are set to qualify for commissions. At Tuskegee they will learn to handle machines up to 225 horsepower. At the Army basic school the horsepower will be stepped up to 450 and at the advanced school to 600. Then the men will be ready for commissions and for training with tactical combat units.

The training center for the 99th Pursuit Squadron, work on which is already proceeding, will cover 1,750 acres, or almost three square miles. The cost will be nearly two million dollars. At the center will be constructed 44 buildings, including three hangars.

TRAINING PROGRAM WILL BE CONTINUOUS

The first step in the program calls for training of 33 Air Corps cadets, but you don't think the Army would spend two million dollars for a training school for 33 cadets, then close it up, do you Indeed not! The training program will be continuous and the classes undoubtedly will grow larger, thus offering an expanding program to Negroes interested in military aviation.

In addition to the cadets who are to be trained in the first school, there are to be attached 64 commissioned officers, including Capt. Benjamin O. Davis Jr. and 474 enlisted men, to form the base detachment.

The base detachment is divided into the following categories: Crew chiefs, flight chiefs, radio men, technical inspectors, armorers and shopmen.

Shopmen will include welders, machinists, propellor experts, instrument repair men, cabinet makers, painters, parachute repair men, electricians, and dispatchers.

Clerks and typists will be required for administration.

WANTS TO TAKE SQUADRON ON CROSS-COUNTRY FLIGHT

The "founding father" of the 99th Pursuit Squadron is Major J. A. Ellison, a pudgy, rough-and-tumble veteran who saw service in the World War. He served with the American army, but was trained by the British. He has been in pursuit aviation for 12 years. He has been chief of a section at Kelly Field, Texas, and base group commander at Gunter Field, near Montgomery. He commanded the 19th Pursuit Squadron in Hawaii and in 1937 won the Department Commander's Award for the best air unit there.

At the time we visited Maxwell Field, Major Ellison, now in charge of the 99th Project, nor anyone else, knew whether he is to be the eventual commander of the 99th Pursuit Squadron. But he did not hide the fact that he would like to be. His desire to show the doubters what colored boys can do is so keen he can almost taste it.

"Yes, I'd like to finish them," he confesses. "And, then, do you know what I'd like to do? I'd like to take the entire squadron on a cross-country flight to the coast, visiting various cities, just to show the doubters they were wrong."

Naturally, we hope Major Ellison's dream comes true.

Tampa, Fla Tribune
July 20, 1941

First Negro Cadet School Is Dedicated

TUSKEGEE, Ala., July 19.—(Associated Press.)—The United States army's first flying school for Negro cadets was dedicated today, marking the formal beginning of the ninety-ninth pursuit squadron which within a few months will take its place in the nation's defense forces.

Standing in the shadow of a monument dedicated to Booker T. Washington, noted leader of their race, members of the first class of Negro cadets were told by Maj. Gen. Walter R. Weaver, commanding the southeast air corps training center:

"What Booker T. Washington stood for, especially the principles of work, attention to duty, loyalty to cause—with those in front of you, you cadets cannot help but be inspired."

The first class is composed of 10 men, but eventually the school will be turning out 100 pilots annually. They will go through five weeks of preflight training, followed by the usual 30 weeks of primary, basic and advance training at a nearby base now under construction.

A contingent of 278 Negro enlisted men will be moved from Chanute, Ill., to serve as ground crews at the detachment's base.

The school here is one of 42 that make up the southeastern center. Pointing out that it was unique in that it was the first inaugurated for Negroes, General Weaver told the cadets: "The eyes of your country and the eyes of your people are upon you and the success of the venture depends upon you."

He emphasized "the responsibility of training for the defense of the United States" and admonished the youths that they "cannot be inoculated with the ability to fly. The life of a flying cadet is no bed of roses."

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Kansas City Call
Kansas City, Mo.

Jimmie Peck, Flying Ace, Opposes Negro Air Unit

MAR 28 1941

By Nell Dodson

NEW YORK.—(ANP)—"I am not interested in the U. S. air corps at present. Not only that, but I want to go on record as being strongly against the new jim-crow unit for colored pilots!"

If the statement had been made by anyone else but Jimmie Peck, one could perhaps toss it aside as being relatively unimportant, but coming as it did from a flyer who is recognized as the foremost authority on aviation in the race today, it carries powerful significance.

In spite of his 28 years, here is a man who has walked hand-in-hand with death in the skyways, and whose technical knowledge of aviation and his practical experience have put him in the front ranks of aeronautical writers and experts.

James L. H. Peck, at the age when most younger men are just finishing their college careers, was flying a pursuit plane in the Loyalist air force in Spain, and meeting more adventure in one thrill-packed minute than most of us know in a lifetime. Jimmie Peck is no braggart or buffoon, talking merely for publicity.

He is a quiet-spoken, good-looking young fellow who meets you with a firm handclasp and a friendly manner. Even after talking with him, it's almost impossible to believe that his hands could ever have controlled a plane that spent another man hurtling earthward in a blazing death-trap.

Peck's objection to the new training school for colored air pilots at Tuskegee is startingly sensible when one take time to consider it fully.

"I wouldn't be in favor of it even if it meant gold-plated air planes for our boys. Unfortunately there is a general idea on the part of the public that this will be an ice-breaker and will open the way. It's accepting the idea that a half-loaf is better than none. Had we organized to fight this thing from the very beginning, we might have had the whole loaf."

Atmosphere Different

He pointed out that the National Airmen's association, as well as many of the recognized Negro authorities on aviation have also been opposed to the project. It's not that the Tuskegee setup deprives colored student pilots of proper technical training, because he took time to go over every point of the training course with me, and compared it with the course offered white army student pilots; there was no recognizable difference.

"It's not the technical training that will be lacking," Peck explained "because as set down in the orders, every phase of instruction will be the same a that given to white air corp cadets. But the facilities contemplated at Tuskegee will not give colored pilots the same atmosphere of army life, military discipline and morale that white cadets get at such U. S. training bases as Randolph field and Pensacola. This is the atmosphere so necessary for building service morale and proper respect for army disciplinary authority."

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Peck was silent for a moment, and then he said in a curiously firm voice: "I think one of these days America will be on its knees begging for every available pilot it can get, whether he's black or white!"

Peck's attitude is not one of "sour-grapes." I have reason to know that he's been approached on entering the army air corps via sort of backdoor route; he wants none of it. And that's the best this country can offer to a pilot whose technical and practical training are such that he writes regularly for national aviation publications like Aero Digest, Popular Aviation, Popular Science, and the New York Times magazine section.

Book Out in January

His book "Armies With Wings," published last January put him in the foremost ranks of present-day aeronautical authorities, and the book he's now working on, "So You're Going to Fly," will have a market even before the inks dry on the manuscript. March edition of Harpers carries his latest article, "Bomber to Britain." In addition to being a member of the National Airmen's association, he a member of the National Aeronautic association, and Aircraft Owners and Pilots' association.

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Peck's service with the Loyalist airforce came after he had finished his training at the Curtiss-Wright school at Bettis airport in Pittsburgh, and the Cleveland Institute of Aviation at the Municipal airport in Cleveland.

Born in Stoops Ferry, Pa., September 8, 1912, he says his interest in aviation dates back as far as he can remember. After his schooling, which included two years at University of Pittsburgh, and his pilot training, he toured the country with Alphonso Trent's Victor Recording orchestra, and Benny Smith's orchestra, engaging in intermittent flying when he had the time.

He gave up music in 1935, and began to devote all of his time to flying and writing for the aviation magazines.

To Spain in 1937

In 1937, a friend of his put him in contact with an official of the Spanish Air ministry who was in New York to secure planes. The Loyalists, at that time weren't particularly intereted in taking any more American pilots, as a few of those who were already in Spain, including one famous trans-ocean white flyer, had been involved in some escapades that had left a bad taste.

Nevertheless, Peck went to New York to see the Spanish official and after being there only two days found himself on board the Queen Mary bound for foreign waters. Accompanying him were Paul Williams, another young colored pilot who was to be his best squadron buddie, two white pilots, and 29 American members of the International brigade. In Paris, they were joined by Polish and Czech recruits for the brigade.

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When the party reached the south of France, always posing as tourists in order to escape the scrutiny of the Gestapo and the international police, they were faced for the first time with the realization that they were playing a grim game of life and death. Taken to a small border town near the Pyrenees, they were curtly told they were to make a 14-hour trip over the mountains on foot and at night.

Every man was impressed with the necessity for keeping only one thought uppermost in his mind,—the success of the mission he had pledged himself to fulfill. Without emotion, they were told many others who had attempted the same trip had been ruthlessly shot down by secret police, or interned in the French prisons. What had at first been intrigue, had turned into grim realism, but none of the realized even then, how tragically real.

"Just before we crossed the fifth ridge" Peck related, "One of the Polish boys exhausted by the climb, tripped and fell over a 2,000 foot ledge to his death"

The tragedy stunned all of them because they were still youngsters and untouched by death, a spectre that was to walk with them constantly later on. When they finally completed the trip, they were quartered for two days at Fort Figueras, an ancient fortress Napoleon once visited.

Peck described it as a "hell-hole," a vast, grey mass of heavy stone wall with only slits for windows. They ate their meals in a dungeon below-ground, and slept on thin pallets ironically termed "mattresses." The food was unpalatable, but so exhausted was every man in the party by that nightmare trip over the Pyrenees, he slept soundly on his hard bed.

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Saw Death from Skies

Later on, in Valencia, Peck and Paul faced wholesale death for the first time when they were caught in an air raid that lasted three hours. Standing huddled in a doorway, they saw destruction rained from the skies as Fascists bombing planes made havoc of the waterfront. The next day they saw pavements strewn with "carpets of glass," buildings in crazy ruins and the civil guard burning pieces of bodies in a huge bonfire.

"It may sound brutal and inhuman," Peck will tell you, 'But they had to burn bodies, or what was left of bodies, this way to prevent plague and disease."

In the Loyalist air force, Paul and Peck had three squadron buddies, Alberto Avbar, Justo Sully, and Carlos Brunswick. Alberta had been in the Santo Domingan air force; Sully was a former combat pilot in the Cuban air force, and Carlos had been a captain in the Brazilian air force. Curiously enough, it was the inexperienced Peck who grabbed the honors in that first sky battle.

"I was scared to death," Jimmie states frankly. "In fact, I was so nervous I didn't notice the streamers flying from the helmet of the man I picked out for my quarry." In aerial combat, after the squadron breaks flight formation, each pilot picks out a rival plane to battle, the squadron leader is distinguished from the ordinary combat pilots by thin streamer flying from his helmet. Peck, in his excitement, didn't even see thoose tell-tale ribbons playing from the helmet of the Fascist pilot he had singled out. In telling of it, he doesn't raise his voice, nor make any attempt to capitalize on the episode.

Fights Squadron Leader

"I shot him down," he'll tell you in that same quiet voice, but your imagination doesn't have to strain very much to picture the sky battle between an inexperienced American kid and a hardened Fascist squadron leader; it was either the Italian or Jimmie.

He'll tell you of the battle at sunrise over the Balearic island air base of the Fascist when 100 planes engaged in a combat Although the Loyalists lost 11 pursuit ships and bombers, they put the Fascists' base out of commission for several weeks It was shortly after Balearic island battle that the squadron was disbanded, after being cited for distinguished service. Peck had a first lieutenant's commission by this time. The Loyalists disbanded the squadron because Spanish pilots who had been sent to France and Russia for training, were capable of taking over the reins, and there was no longer any use for pilots of other nationalities.

Peck and Williams returned to the United States in December, 1937. They left Carlos in Paris, and he's disappeared somewhere in the wartorn shambles that was once the French capital. Alberto and Sully are somewhere in New York, and Peck searches for them constantly.

MAR 28 1941

Saw Handwriting on Wall

Peck says that even in 1937 in Paris there was handwriting on the

Bedford, Va., Bulletin
March 13, 1941

Negroes may apply for appointment as flying cadets in the Army Air Corps, Lieutenant-Colonel Leland W. Skaggs, chief recruiting officer for Virginia, has announced. Under a new ruling, negro applicants will be considered on the same basis as white applicants, and requirement will be identical.

Raleigh, N. C., News & Observer
March 29, 1941

Army Substation to Sign Negro Pilot Candidates

Enrollment of qualified Negroes as flying cadets will begin immediately at the U. S. Army substation here, Sergeant Jewell Pat , officer in charge of the local recruiting office, announced yesterday.

The Negro applicants will be signed for flight training courses under the same rigid requirements maintained for white candidates. To be accepted a man must be between the ages of 20 and 27, be single, must have successfully completed two years in an accredited college, and must be able to pass physical examinations.

The enlistment tally yesterday showed six North Carolinians and one South Carolina youth signed as apprentice seamen; three enrolled in the Army; and three in the Marines.

Tar Heel youths joining the Navy were Ralph F. Maeder, 20, Salisbury; Lonnie R. Broome, Jr., 21, Monroe; William F. Ross, 24, Morganton; William S. Sigmon, 17, Lincolnton; William D. Shields, 18, Leicester; and Lawrence A. Beatty, 20, Asheville.

The Marines enlisted Frank M. Mizzell, 23, Winterville; Lonnie P. Stokes, 22, Winston-Salem; and Joseph G. Dubois, 18, Goldsboro. All were transferred to the Marine Training Station, Parris Island, S. C.

The Army substation enrolled Clarence H. Overley, 23, of Raleigh, Route 3; and Joseph F. Phelps, 19, and Woodrow P. Baldwin, 22, both of 408 New Bern Ave. All were assigned to the 30th Bombardment Group-Heavy, MacDill Field, Tampa, Fla.

Montgomery Ala., Advertiser
March 28, 1941

Max ell Field To Help Form Negro Air Unit

Assigned Quota Of 60 In Recruiting First Outfit Of Kind

Southeast Air Corps Training Center authorities said here Thursday that Maxwell Field had been assigned a quota of 60 negroes to be enlisted for the 99th Pursuit Squadron, first negro tactical unit in the Air Corps, which is ot be formed at Tuskegee this Summer.

In all, it was said, the squadron would have 276 soldiers, including mechanics and technical specialists, 33 flying cadets who would be trained as pilot officers, and six to 14 non-flying officers.

In outlining plans for the new squadron Southeast Training Center authorities said:

"Training of pilots will be started about Oct. 1 at Tuskegee Institute. Applications for flying cadet appointments will be received by Corps Area commanders. Standards for appointment will be the same as for white applicants who must be unmarried and between 20 and 27 years old. They must have completed at least two years of college work or pass a written examination.

"Flying cadets are paid $75 a month and receive a $1 a day ration allowance. The Tuskegee course will require 30 weeks. Those who successfully complete the course will be appointed second lieutenants, Air Corps, Reserve, and be subject to call to active duty.

"At least four of the non-flying officers will come from existing ground units of other arms of the service. Negro officers desiring service with the Air Corps, for a year of non-flying duty, may apply to their commanders. They will be needed about Sept. 1.

"Two more prospective negro non-flying officers will enroll as students April 7 at New York University in engineering courses. Upon completion of their work there they will go to Chanute Field, Ill., to complete their training.

"Enlisting of the 276 soldiers for duty as mechanics and other technical specialists will be started immediately. They will be recruited in various parts of the country and sent to Chanute Field for training April 1. On completion of their training they will go to Tuskegee. Candidates must be high school graduates.

"A nucleus of 14 enlisted men from existing negro units has been ordered to Chanute Field to prepare for reception of the recruits and instructors will be provided by Scott Field, Ill., and Lowry Field, Colo."

Enlistment quotas follow: Maxwell, 60; Mitchel Field, N. Y., 40; Bolling Field, D. C., 40; Patterson Field, Ohio, 30; Chanute Field, Ill., 50; San Angelo, Texas, 30; and March Field, Calif., 26.

Norfolk Va Pilot
March 16, 1941

Negro Fliers To Be Trained

Flying Cadet Course Open to All With Two Years College Education

The Army's flying cadet course is open to Negro boys, it was announced yesterday by Sergt. C. J. Racey, in charge of the Army Recruiting Station in Norfolk.

Those qualifying will be sent to Randolph Field, Texas, and other training points where they will be given a total of nine months of flying instructions. Each student is paid $75 per month while at the school plus living expenses and clothing.

After completion of the nine-month course those who make the required average will be commissioned lieutenants in the Air Reserve and their base pay will be $143 per month and up.

The course is open only to single men white or colored, between the ages of 20 and 27, inclusive, who are in sound physical condition and who have the equivalent of two years' college aducation.

Applicants unable to prove they have the required educational qualifications will be given an examination in English, history, geography, physics, arithmetic, algebra, geometry and trigonometry and will be required to make a passing grade of 70 per cent.

Sergeant Lacey announced the following enlistments at the Norfolk station, located in the post office building, up to the close of business hours yesterday.

Isaac Green, John C. Sherblon, James E. Books, Jr., and Robert L. Kedenberg, Norfolk; Kenneth N. Askew, Spring Hope, N. C.; Varn P. Hambrights, Jr., Huntersville, N. C.; William H. Sims, Madison, N. C.; William W. Hudson, Fairfield, N. C.; Ralph Lofto, Pocahontas, Va.; Curtis L. Taylor, Petersburg, Va., and Hugh W. Williams, Buxton, N. C.

Albany, Ga., Herald
April 3, 1941

Negro Air Unit Makes Progress At Tuskegee

Will Be Army's First All-Negro Air Outfit.

TUSKEGEE, Ala., April 3 (AP).—Collegians swiftly sprouting wings at this old institute are convinced they'll win most of the 33 pilot assignments when the Army's first all-Negro air unit—the 99th Pursuit Squadron—is activated here October 1.

The 99th is moving a long step nearer reality this month with the recruiting of the 276-man ground crew from among high school graduates who must pass special aptitude tests. Selection of these men is expected to take only a few weeks.

Reason Tuskegeeans are confident they hold the edge for the coveted cadet appointments is that Tuskegee is the only Negro college with an advanced school set up under the civilian pilot training program of the Civil Aeronautics Board.

Amazing speed has marked the growth of this school Authorized in 1940, students started hitch-hiking 40 miles to Montgomery to take their lessons because there was no field here. Then a temporary field was cleared only seven miles away.

By the time some students worked to the advance flying stage and Tuskegee provided a $10,000 Army type training plane, white students at near-by Auburn (Alabama Polytech) voted unanimously to let the Negro fliers use their field and hangar.

Now a new field has been leased here, the institute fleet has grown to 12 planes, shop facilities have been built, engine laboratories set up. Charles A. Anderson, first Negro to win a commercial pilot's license, runs the program and holds an Army contract to give elementary training to the fledglings of the 99th.

The cadets will meet the same requirements as for white Air Corps fliers, having two years of college education—or the ability to pass an examination showing equivalent knowledge — must be single and between 20 and 27 years of age.

Shelby, N. C. Star
April 8, 1941

NEGROES TO BE OFFERED CHANCE IN AIR CIRCLES

CHANUTE FIELD, Ill., April 8.—Qualified colored youth of the United States who are interested in a career in aviation are now being given an opportunity to obtain one of the finest practical educations available in the technical aspects of aviation at the Air Corps Training School, Chanute Field, Rantoul, Ill., according to Col. R. E. O'Neill, commanding officer of the post.

Three year enlistments are now open for 50 colored recruits at Chanute Field. Quotas alloted to other Air Corps recruiting stations will bring the total to enlisted at this time to 276.

All recruits will be sent to Chanute Field, where they will be trained as airplane mechanics and in various specialist fields in the technical school there. Upon graduation, the colored technicians will be sent to Tuskegee Institute, Tuskegee, Ala., to form the enlisted crews for the 99th Pursuit Squadron, an all-colored outfit to be organized there.

Besides having opportunities to take flights in army airplanes, the colored soldiers will be trained in the following fields: air mechanics, instruments, parachute riggers, metalworkers, welders, teletype maintenance, armorers, radio operators, technical and administrative clerks, telephone maintenance, automobile mechanics, machinists, electricians, weather observers and weather forecasters.

Although candidates for appointment as flying cadets must have at least two years of college or pass an equivalent academic examination, candidates for enlistment at Chanute Field are required only to be high school graduates, hold a journeyman's rating in some mechanical trade, or pass an academic examination equivalent to a nigh school education.

Applicants must be unmarried from 18 to 35 years of age, in good physical condition, and of good moral character. If less than 21 years of age, applications for enlistment must be accompanied by written consent of parents or guardian. A high school diploma or other academic credentials, and a birth certificate, must be presented by the applicant.

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Tribune
Philadelphia, Pa.

Openings Available For Colored Men In United States Army Air Corps

MAR 1 3 1941

THE National Association for the Advancement of Colored People advises that openings are available for enlistment in the Air Corps of the United States Army.

That is big news. There should be many qualified young men in this area to take advantage of this offer.

Commercial flying is becoming a major industry. It is bound to increase as more and more people become air-minded.

The Government trains pilots and pays them $75.00 a month, plus food, clothing and shelter during their training. And Government trained pilots are at the head of the list both in war and commerce.

The requirements are single, male citizen of sound physique and excellent health, between the ages of 20 and 26 years inclusive, who has satisfactorily completed at least one-half the credits required for a degree at a recognized college or university.

MAR 1 3 1941

Here is an opportunity which should mean much even after the war clouds have passed and peace again rules the world.

Pittsburgh Courier
Pittsburgh, Pa.

AVIATION: PERPETUATING SEGREGATION

MAR 2 9 1941

The organization by the Army of the 99th Pursuit Squadron of the Air Corps, composed entirely of Negroes, perpetuates "the American way" of racial segregation.

This squadron, based at Tuskegee, Ala., and trained at Chanute Field, Ill., will consist of 33 pilots and 276 ground men, and of course Negroes will continue to be barred from all other aviation units in the Army Air Corps, except, perhaps, as laborers. This is rank discrimination.

While every Negro wants to see his young men have an opportunity to serve in all branches of the military and naval service as a matter of right, no thinking Negro can approve of this continued policy of segregation which is not only pernicious but uncalled for.

When the cry is for national unity, the increase of segregation based on fallacious theories of race, is a mighty poor way to bring it about.

Segregation benefits neither the white lads, the colored nor the country.

At a time when science is being invoked on all sides for the furtherance of national defense, would it not be wise to experiment with mixed units rather than acting upon racial fictions of the inability of white and colored men to soldier together?

Chicago Defender
Chicago, Illinois

NEGRO FLYERS

MAR 2 9 1941

Some time ago the War department through Undersecretary Robert Patterson announced with some degree of pride that a pursuit squadron for Negro flyers was to be set up at an air base to be established by the United States Army at Tuskegee institute in Alabama. This proposed action was supposed to satisfy Negroes who had consistently been refused admittance to the air corps because of their race.

Objection to establishment of the jim crow air squadron was immediately raised by the National Airmen's association, an organization of young flyers which has fought since its formation for the participation of Negroes in all government aviation programs and for the advancement of private and commercial aviation among Negroes.

The association immediately accused the government of instituting a policy of racial segregation where none had formerly existed. It pointed out that the action was not only undemocratic but unjustifiable in view of the experience of the Civil Aeronautic Administration which has been training Negro and white students together in a nation-wide civilian pilot training program.

Having nothing but youthful energy, a high regard for the ideal of democracy and a willingness to fight what appeared to them a violation of a principle sacred to Americans, they appealed to men whom they had been taught to respect as leaders of the Race.

From these leaders whose influence they knew could be an asset, they requested support for their campaign. They were turned away, disillusioned.

They were advised by these leaders not to fight the proposed jim crow set-up because to use their words, "we can't tell the army what to do." Others pointed out: "Do not rob our young men of an opportunity to get this army training merely because they will be segregated."

MAR 2 9 1941

Several, it was learned later, had not only sanctioned, but had proposed the extension of racial segregation into a field where great strides at interracial harmony had been made.

One leader when asked if he did not feel that he had betrayed the Race by proposing that Negroes be segregated, said he was not interested in the Race but in getting military aviation training for Negroes and that if it could be secured by compromising principles, then he was ready to pay the price.

We have watched with interest the campaign these young people are conducting. They weren't discouraged by what they called the "betrayal" of these leaders. Their attitude is that the people and not the army are the ones to dictate policy. They are spending their own money to fight development of a jim crow air unit. Their only reward can be a chance to serve without discrimination or segregation in the army air corps.

MAR 2 9 1941

The experience of these young people seems to us indicative of a need for a new leadership in our race. A leadership that will not be the bowing, scraping, hat-in-hand, "yessir, please" type which is afraid to demand that we make democracy work in this country.

It is the patriotic duty of every Negro, every American, to oppose discrimination or segregation in any form wherever found and especially when found in a government agency.

If we have leaders who are unwilling for one reason or another to take such a stand, who refuse to give support to any effort to break down segregation or discrimination—and we have, according to the National Airmen's association—then our leadership needs a purgative, to unmask and expunge these false leaders.

Chicago Tribune
Chicago, Illinois

AIR CORPS CALLS FOR NEGROES TO MAN 99TH PURSUIT SQUADRON

MAR 2 2 1941

Washington, D. C., March 21 (AP).—The army today called for volunteers on a "first come, first served" basis for the Negro unit of the air corps.

The unit, the 99th pursuit squadron, will have about 33 pilots and a ground crew of 276. It is to be formed at Tuskegee, Ala., in the fall after training is completed. Like other men recruited for the air corps, the 276 men required for the maintenance crews must have at least a high school education. Enlistments will begin next week. The men will be trained at Chanute Field, Ill.

MAR 2 2 194

The pilots for the Negro squadron, like other air corps flyers, must have two years college education or its equivalent and must undergo more than six months of training.

Age-Herald
Birmingham, Ala.

NEGRO SQUADRON TO BE RECRUITED

MAR 2 5 1941

First Unit Of Kind To Be Stationed At Tuskegee

MONTGOMERY, Ala., March 24—(AP)—The Southeast Air Corps Training Center reported plans Monday for creation of the Ninety-Ninth Pursuit Squadron of 276 enlisted men, first Negro unit of the U. S. Air Corps, at Tuskegee Institute.

Enlistments will be taken within a week, officers said.

Applications also will be accepted from Negro candidates for appointment as flying cadets. The unit will have about 33 pilots.

The 276 enlisted men will be trained as maintenance crews. A high school education is required as among other recruits for the air corps.

MAR 2 5 1941

The men will complete basic training at Chanute Field, Ill., before being transferred to Tuskegee. Air training will be given at a flying cadet school to be established near the institute.

Kansas City Call
Kansas City, Mo.

Un-American Policy of Aviation Company Stirs Congressmen, Citizens

MAR 28 1941

Rep. U. S. Guyer and Senator Capper Speak Out Against Plan to Bar Negroes From Bomber Plant

MAR 28 1941

United States congressmen and influential citizens all over the nation this week joined Kansas Citians in denouncing the policy of the North American Aviation company in excluding Negro aircraft workers and mechanics from its national defense bomber plants.

Taking the floor in the U. S. house of representatives Monday, Rep. U. S. Guyer of Kansas protested against "the gross discrimination to be exercised by North American Aviation, Inc., in violation of the spirit of fairness toward one of the most loyal, patriotic groups of citizens in the United States."

He referred to the statement of J. H. Kindelberger, president of the North American company, that no matter how skilled Negroes might be, his company would not employ them as aircraft workmen and mechanics. He said Negroes would be employed only as janitors in the bomber plant now being erected in Kansas City, Kas.

"The Negroes are and always have been loyal in both peace and war" Congressman Guyer continued. "You do not find them striking in munitions plants or on other defense work. These loyal people keep on the job and promote defense operations. Now they are protesting again against this, another act of discrimination against them."

MAR 28 1941

Quoting letters from responsible persons in this area and bringing to the attention of congress a petition signed by the students of Sumner high school of Kansas City, Kas., and also from students of the Kansas City Junior college, Mr. Guyer said.

"As a remedy for this situation I want to urge the passage of H. R. 3394, now referred to the committee on the judiciary. It provides among other things;

"It shall be unlawful for any person administering any department of the government or subdivision thereof, and for any person administering any agency in whole or in part with funds appropriated by the congress to discriminate against any individual, in the use of facilities at the disposal of such agency or in the dispensation of benefits administered through such agency, or in the execution of any of his administration duties, because of such individual's race, color or creed."

"This," continued Rep Guy- "should become the law of the land and it would end this unfair discrimination against Negroes."

MAR 28 1941

KANSAS LEGISLATURE PASSES RESOLUTION

TOPEKA.—The Kansas house of representatives on Tuesday passed the resolution introduced by William H. Towers condemning the plan of the North American company to bar Negro skilled workers in the new bomber assembly plant at Kansas City, Kas.

The measure puts the Kansas assembly on record as opposing the un-American policy of the company. The resolution was sent to the White House and to the Kansas members of congress.

Rep Harold H. Malone of Wichita proposed an amendment to the resolution, making it apply to any other city in the state. The house adoped the amendment.

Richmond, Va. Times-Dispatch
March 9, 1941

Negroes to Get Flying Cadet Appointments

Negroes can apply for appointment as flying cadets in the Army Air Corps in the same manner as white men, Third Corps Area headquarters advised Lieutenant Colonel Leland W. Skaggs, chief recruiting officer for Virginia yesterday.

Negro applicants will be examined on the same basis as whites and all papers pertaining to their applications will be handled in the same manner prescribed for whites, the orders said, and the requirements will be identical.

The Air Corps training program now provides for the graduation of 1,000 cadets, including pilots navigators and bombardiers, every five weeks.

Previously the Army has not accepted applications from Negroes for flying cadet appointments.

Commercial Appeal
Memphis, Tennessee

NEGROES TO BE TAKEN AS ARMY AIR CADETS

MAR 28 1941

Must Have College Education, Aged 20-27

From The Commercial Appeal
Jackson, Mississippi, Bureau

JACKSON, Miss., March 27.—Receipt of an order announcing the opening of the Army Air Cadet Corps to an unlimited number of negro youths in Mississippi and Louisiana was announced Thursday by Col. Charles L. Clifford, director of the two-state Army recruiting headquarters at Jackson.

The same qualifications will apply to negroes as apply to white youths. Among other things, they must have at least two years of college training and must be between 20 and 27.

Colonel Clifford said he was sending the information to officials of negro colleges in the two states. In Mississippi the colleges include Alcorn A. & M. in Claiborne County and Mississippi Training at Jackson.

The negro youths will be trained by white officers and will be given equal chances to become officers, it was said in unofficial circles.

MAR 28 1941

The order marks the first time the Army has opened this branch of the air service to negroes.

Kansas City Call
Kansas City, Mo.

PILOTS WILL BE CHOSEN FROM AMONG THOSE WHO COMPLE SECONDARY COURSE OF C.A.A.

APR 4 - 1941

Deferrment Will Be Made Until Applications Have Been Acted Upon by Army or Air Corps

WASHINGTON. — Negro registrants who have applied for enlistment in the new Army pursuit squadron of the Air Corps may be deferred from Selective Service training, Brig. Gen. Lewis B. Hershey, deputy director of Selective Service, National Headquarters, has announced.

Following the announcement of the War Department that a Negro pursuit squadron is being organized, General Hershey pointed out that registrants who have applied for commissions in the army, navy, or marine corps or for enlistment as army flying cadets or navy aviation cadets or for marine corps aviation cadets may be temporarily deferred from Selective Service training pending action by the military authorities on their applications.

APR 4 - 1941

To Select Men

The War Department has announced that pilots will be selected from those who have completed the secondary course offered by the Civil Aeronautics Authority. The Negro pilots, it was said, will be trained at Tuskegee, Ala., in connection with Tuskegee institute. Thirty-three pilots and 27 planes make up the normal complement of the squadron, which was begun in February.

In a memorandum to State Selective Service directors, General Hershey said:

"It has come to the attention of of National Headquarters that certain registrants have been inducted who were candidates for commissions in the army, navy, or marine corps, or for enlistment as army flying cadets, navy aviation cadets or marine corps aviation cadets. Where induction has been followed by confirmation of commission or enlistment, great confusion and many administrative complications have resulted."

Requires Investigation

Pointing out that procedure for commissioning men in the services, or approving enlistment as flying cadets, required considerable time because of investigations and examinations by army, navy or marine corps authorities, General Hershey called to attention that men may be deferred from selective service training if they are in preparation for a service necessary to "the national health, safety or interest."

Consequently, the General suggested that local boards give temporary deferments of not more than 60 or 90 days to men seeking commission or enlistment provided that proper authorities in the army, navy, or marine corps file normal statements that the registrants' applications are being considered.

APR 4 - 1941

If, after consideration, military authorities reject an application, the registrant should then be classified in the same manner as any other registrant eligible for Selective Service training, General Hershey said.

Daily World
Atlanta, Georgia

Ten New Youths Answer Captain Davis' Roll Call

OCT 12 1941

99th Barracks Rapidly Nearing Completion

TUSKEGEE, Ala.—(S N S)—The third class of Flying Cadets, to train for the 99th Pursuit Squadron, reported to Captain B. O. Davis, Jr., at Tuskegee Institute, October 4. The ten new cadets bring the total number now receiving training up to thirty.

The ten new men represent seven Negro colleges and two white universities. The geographical distribution covers nine states and the District of Columbia. Their aviation experience is practically negative.

Answering roll call in this group, designated as Class 42E are: Bowie, Embra Coleman, from Baltimore and a B. S. from Morgan College; Flowers, Chas. Herbert Jr., Greensboro, N. C. and student at A. & T. College; Holt, Theodus Jack, Fort Worth, Texas and a B. S. from Lane College, Jackson, Tennessee, Omega; Knighten, James Bernard, Tulssa, Okla., A. B. from Dillard; Knox, George Levi, Indianapolis, and A. B. from Fisk University, Kappa; Lyle, Edward Harrison, Arkansas, student at Ohio State University; Lytle, Erskine Jr., Nashville, Tennessee and B. S. from Kentucky State College, Omega. Melton, Manson Arthur II, Kentucky and A. B. from Kentucky State College, Kappa; Rayford, Lee, Washington, D. C., and A. B. Lincoln University (Pa.) Omega; White, Sherman Windham Jr., Montgomery, Alabama, student at the University of Chicago, Kappa.

All Flying Cadets are at present housed on the campus of Tuskegee Institute and have their meals in the Institute Cafeteria.

BARRACKS PROGRESS

Construction of barracks at the 99th Pursuit Base is progressing rapidly under the Building Contractors McKissack & McKissack. Cadets who successfully complete the elementary course in November will be transferred to the new barracks for Basic and Advanced flight training at the Army Field. The elementary flight training is being given by Tuskegee Institute under government supervision at the Tuskegee owned air field. This is officially known as the U. S. Army Air Corps Detachment Training School, Tuskegee Institute.

The Army Air Corps Detachment program of Tuskegee Institute is not to be confused with the training of civilian pilots by Tuskegee Institute under the Civil Aeronautics Authority. The elementary military flying training is being conducted on the Air Corps Detachment Field; the civilian pilot training is being conducted at the Tuskegee Airport of C. A. A. Field. The Basic and Advanced military flying training will be conducted at the army field, the 99th Pursuit Squadron Base now under construction.

OCT 3 1941

A new group of ten will report to the U. S. Army Air Corps Detachment, Tuskegee Institute for elementary military flying training every five weeks, according to the present authorization.

Chicago Defender
Chicago, Illinois

1st Airport Service Men End Training

NOV 15 1941

WASHINGTON, D. C. — Completion of 90 days of intensive training in the first course of its kind offered Negroes and the immediate beginning of a second class of trainees at Tuskegee Institute is announced by the Work Projects Administration nation-wide project for the training of airport servicemen.

Of the 10 members of the first training class for airport servicemen, seven have already been promised jobs at the Tuskegee airport or have had assurances of jobs at other airports in the vicinity. It is expected that the others will have no difficulty in obtaining employment as a result of their training.

The airport servicemen's program, of which the class at Tuskegee Institute is a part, operates in 37 states throughout the country.

Typical of similar classes located in other parts of the country, the enrollment of future ground service experts at Tuskegee Institute is made up of men taken from the WPA rolls in the vicinity.

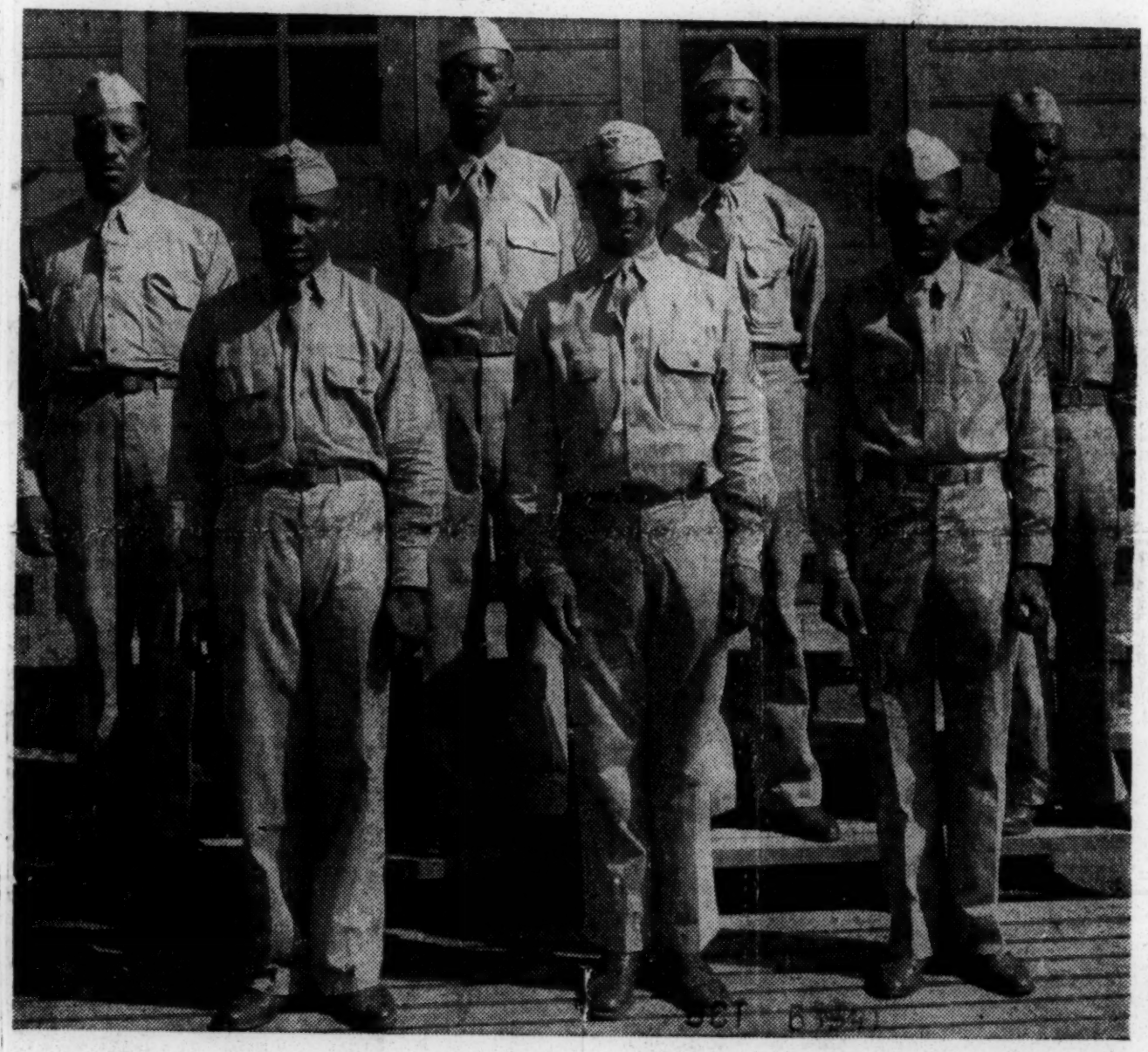
O. A. L. Burnside, youthful and enthusiastic, who received his training in Syracuse, N. Y., is the WPA instructor in charge of the project at Tuskeg

NOV 15 194

Daily World
Atlanta, Georgia

Key Men At Savannah Army Air Base

OCT 6 1941



Key men in the Third Aviation Squadron, stationed at Savannah Army Air Base, Savannah, Ga., are these non-commissioned officers. The unit is one of the newly organized aviation companies in the Air Corps. Left to right, front row, are Sgt. George Gates, Staff Sgt. Nelson Gilchrist and Sgt. Ruben Randall; rear row, left to right; Staff Sgt. Edward Mitchell, Sgt. Jesse P. Davidson, Pvt. Charles Julian, company clerk, and Sgt. Earl S. Scott. (Photo by U. S. Army Air Corps.)

Afro-American
Baltimore, Maryland

Air Squad Turns Out to Be Labor Detail

(Exclusively to AFRO)

DANIEL FIELD, Ga. — "We haven't seen a gun. As a matter of fact, our guards don't even have guns to challenge strangers on the post. The only planes we ever see are those overhead and we work like a labor battalion."

The AFRO learned this week that the 120 men, reportedly hand picked at Fort Dix, N.J., and sent to this army air base near Augusta to form the Seventh Aviation Squadron are undergoing the strangest preparatory training for an air squad ground crew in one of the books.

They chop down trees. Their only equipment, to date, has been an ax and an occasional broom.

In sharp contrast to what would be expected in the mess halls for men who work at such menial tasks as clearing a 500 x 500-foot field, the rations are more typical of a chain gang or cencentration camp.

Non-Coms Are Illiterate

Needless to say, there are no colored commissioned officers attached to the unit and the non-commissioned officers have been described as "dumb as three-year-olds." The top sergeant is blessed with the ability to read, but writing, for him, is a task that must be delegated to a sympathetic friend.

Others of the non-coms present a no more encouraging prospect. One of the men attached to the unit told the AFRO that after a hasty conference and several trials it took three of the non-coms to pronounce the word "reprimand" while giving the recruits a health lecture. None of the lecturers knew the meaning of the word.

Southerners Predominate

Quite a few of the recruits stationed here are high school and college graduates, but they are far outnumbered in the "handpicked" detail by the type of youth to whom "Yah suh" is a privileged statement and the sight of cotton and a pig half-buried in muck are things of beauty—joys forever.

The thermometer of the morale of recruits from Northern States when shaken down was found to be nearly zero. The more than 200 members of the unit are quartered in four barracks. The recreation hall, while fairly well equipped is obviously inadequat and a game of pool costs a recru two and one-half cents a cue, ju as in civilian life.

Little Military Training

The men stated that their as signments have been limited t working in the warehouses, o rock piles, digging ditches an clearing wooded expanses of lan nearby. One recruit stated tha in a man-to-man talk with th commanding officer he learne that the unit will be given ver little training as soldiers.

In explaining the type an scarity of food, the officer al legedly pointed out that there i a shortage of funds and experi enced cooks. On the other hand there are three men in the uni known to have ability as cooks.

Still Willing to Co-operate

The attitude assumed by th members of the unit is commend able. Although they had beer given to understand they would be stationed here for only thir teen weeks and have since beer told that they are to be here for the full two and one-half years of their hitch, they are still willing to co-operate.

"We know that our Uncle Sam is not short of things," one recruit stated. "More food is being sunk in the Atlantic Ocean every-day than we've seen since coming here.

"Proof of our allegiance to the cause is the fact that we are here willing to co-operate just for a meal, a place to stay and $21 a month. Don't you think we are entitled to a square meal?"

Kansas City Call
Kansas City, Mo.

Warrant Officer Jones To Join 99th Squadron

Veteran Soldier to Leave Second Calvary Division to Take Post With First Negro Army Air Unit

Gide—To 99 Pursuit Squadron ....

CAMP FUNSTON, Kas. — (Special) — Warrant Officer Percy L. Jones of the Fourth Brigade, Second Calvary division, has been ordered to active duty as a captain of the Infantry Reserve effective next Wednesday, according to an announcement from Washington.

He is to be stationed at Tuskegee institute, Alabama, with the 99th Pursuit Squadron, the first authorized Negro air unit in the United States army.

After completing high school in San Antonio and attending business college in San Francisco, he entered the army in August, 1910, with the Ninth Cavalry then stationed at Fort D. A. Russel near Cheyenne, Wyo. At Fort Russel he served with Second Lieutenant Stephen W. Winfree who later rose to the rank of colonel. Colonel Winfree only recently relinquished command of the Ninth Cavalry.

With a record of more than 31 years of service, Warrant Officer Jones at various times was sergeant clerk, Quartermaster clerk, Technical sergeant Quartermaster Corps and Technical sergeant Finance department. He was promoted from the latter to the rank of warrant officer in February, 1921.

He served as second and first lieutenant with the 351st Machine Gun Battalion, 92nd Division, during the World War, performing the duties of assistant adjustant and battalion supply officer. He later became supply officer and acted in that capacity both at Samp Upton in Long Island, New York, and in France.

In October, 1919, he received his commission as captain in the Infantry Reserve Corps, and has held it continuously since that date. Since the activation of the 4th Cavalry Brigade in February, 1941, he has served as chief clerk of that unit and was under the command of Brigadier-General Benjamin O. Davis.

Captain Jones' wife and one of their sons will accompany him to his new assignment. One son, Kenneth, 18, is a junior at Junction City, Kas., high school. The other son, Leonard Virgil, 20, is now attending the University of California at Berkeley, Cal., and will join the family later in Alabama.

Afro-American
Baltimore, Maryland

First Flying Cadets End Elementary Work

TUSKEGEE, Ala. — Class 42C, the first group of flying cadets to aspire to commissions in the Ninety-ninth Pursuit Squadron, has completed elementary training at the Air Corps Detachment Field at Tuskegee Institute and on Saturday will begin basic training at the army air field.

The class, according to an official announcement, has run true to the national pattern a army pilot training in that fifty per cent successfully completed the elementary stage.

Two other classes are still engaged in elementary flight training here.

Pittsburgh Courier
Pittsburgh, Pa.

TUSKEGEE GETS NEW RADIOMEN

CHANUTE FIELD, Ill., Oct. 30—The public relations office here has announced a new list of graduates in radio technical work. All have been assigned to the air base at Tuskegee, Ala.

Private Earl C. Smith of Philadelphia, who enlisted last March, completed the radio operator and mechanic course. Private Lloyd D. Tyner, also from Philadelphia, who enlisted last March, completed the radio operator's course. Private Charles F. Jamerson of Pasadena, Calif., who entered training in April, finished the radio operation course. Jamerson holds a degree in radio engineering from San Jose State college. Cadet Dudley W. Stevenson of Washington, D. C., who enlisted last June, is one of the new radio operators.

Chicago Defender
Chicago, Illinois

SIX COMPLETE CIVILIAN STUDY AT TUSKEGEE

Students Now Headed For Rigid Courses At Basic Flying School

MONTGOMERY, Ala.—The first six Negro aviators to learn flying under army supervision have finished their primary phase of instruction at the Air Corps Training detachment at Tuskegee, Ala., and are preparing to enter basic flying school and the second 10 weeks of their cadet program under the jurisdiction of the Southeast Air Corps training center it was announced by Training Center headquarters here today.

They are Captain B. O. Davis, Jr. of Tuskegee, Ala., and five aviation cadets, Mac Ross, Dayton, O.; Charles H. Debow, Jr., Indianapolis, Ind.; Frederick H. Moore, Jr., Summerville, New Jersey; George S. Roberts, Fairmont, W. Va.; and Lemuel R. Curtis, Hartford, Conn.

The six were enrolled with Tuskegee's first class of 13, which began primary training July 19. In the primary school, under direction of Capt. Noel F. Parrish, they have been taught by civilian instructors. They will get their next 20 weeks of training at the air corps basic and advanced flying schools at Tuskegee under air corps instructors.

Negro cadet graduates will be commissioned second lieutenants in the Air Corps Reserve and will constitute the 99th Pursuit Squadron, which will also be based at Tuskegee.

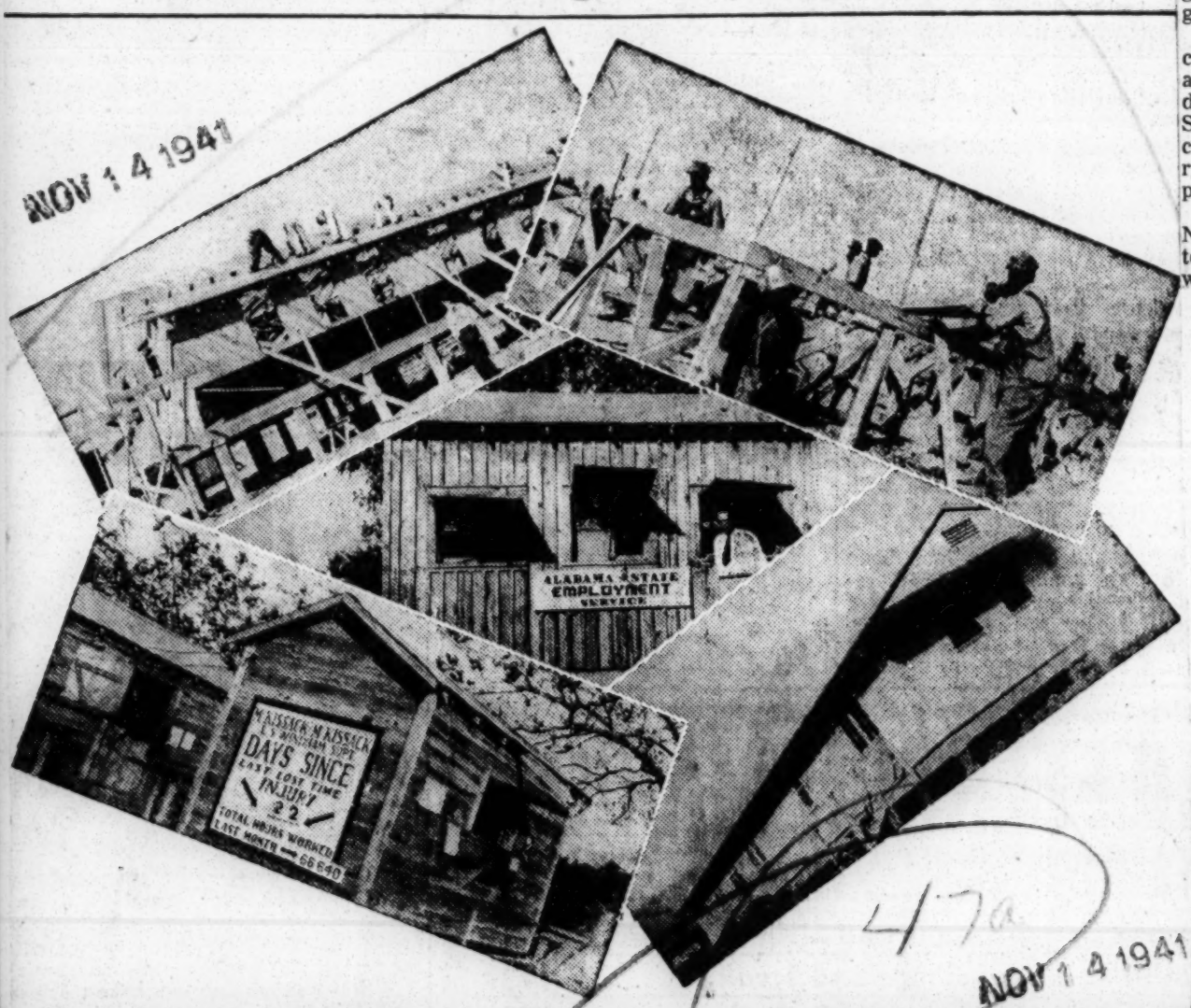
Until now the students have been instructed by civilians in the civil school under contract to the air corps, but on November 7, upon entering the air corps basic school, commanded by Maj. J. A. Ellison, they will be instructed by air corps lieutenants and will be entirely under the army system of training.

A new class of 10 Negro cadets will take their places at the primary school.

47a 1941
Age-Herald
Birmingham, Ala.

Scenes At Tuskegee Flying School

NOV 14 1941



47a
NOV 14 1941

The flying school for Negroes at Tuskegee, Ala., was built by Negro contractors with Negro workmen recruited by Alabama State Employment Service. Upper left, building under construction. Upper right, laying a concrete foundation. Lower left, safety record kept constantly before workmen. Lower right, a building completed in four days. Center, Eugene Bass, Negro interviewer for Alabama State Employment Service, in front of temporary employment office.

Negro Workers Build Air School For Own Race Near Tuskegee

NOV 14 1941

MONTGOMERY, Ala., Nov. 13—A large hill bowled over, a valley filled in, a creek rechanneled to meet the needs of mankind—presto! An advanced flying school for the training of Negro airmen for the United States Army. And most of the work done by Negro workers recruited by the Alabama State Employment Service.

This is the essence of the story of the Tuskegee advanced flying school for Negro airmen which will soon be put into operation by the United States Army Air Corps.

Several months ago President Roosevelt proclaimed that American citizens of all races, creeds and religions should have their proper part in preparing the nation for its own defense. He issued an order that skill alone should be the determining factor in selecting persons to do the work necessary for the defense of the nation.

It was not many weeks until the War Department had decided that Negroes should be given an opportunity to show their qualifications for the air service. Dr. F. D. Patterson, president of Tuskegee Institute, and other leaders among the Negro population believed that a flying school for the training of Negro airmen should be constructed and that no better place could be found for it than Macon County, the home of Tuskegee Institute, which has long been the leader in educational work among the Negroes of the nation.

Site Is Selected

Washington officials agreed with Dr. Patterson and his associates. Macon County was decided upon as the place for the advanced flying school. A site was selected a few miles from Tuskegee Institute.

Then the national government did something unheard of up to that time: Contracts had been awarded for production of defense materials costing billions, but all had gone to companies supervised by white people. It decided that the advanced flying school for Negroes at Tuskegee should be built by Negroes under the supervision of Negro contractors.

McKissack & McKissack, Negro contractors of Tennessee, were awarded the contract. They immediately called upon the Alabama State Employment Service to recruit skilled Negro workers to carry on the immense construction project.

The employment service selected a Negro, Eugene Bass, as a senior interviewer to assist in recruiting workers for the project. The contractors constructed a small office for the use of the employment service on the site of the construction job.

Since the day ground was broken and construction work begun the employment service has sent to the job more than 1,200 workmen who had been recruited through local offices of the employment service throughout Alabama. A great majority of the workers are Negroes, preference being given to Negro workers in all cases where Negroes possessing the required skills could be found. The monthly pay roll of the project is more than $150,000.

Negro Contacts Workers

Bass, the Negro interviewer, has carried on the contact work for the employment service and his success has been such as to win the commendation of C. F. Anderson, director of the Alabama State Employment Service, and other officials of the agency. Every person who is employed on the project by McKissack and McKissack passes through the office of the Alabama State Employment Service where his qualifications are checked and are reported to the contractors. Of course, the long-established policy of the employment service has been continued.

Applicants are referred to the contractors with the full understanding that the employers will do the hiring and that the employment service merely acts as the referring agency in order that the best available material may be found for the jobs.

Practically every person referred to the job by the employment service has been hired. And Negroes from almost every section of Alabama have found employment as a result of this cooperative effort of the employment service and the Negro contractors.

At this time every Negro carpenter in Alabama who is skilled in his profession and available for employment has a job on the Tuskegee project. Last week the employment service notified its local offices that there was need for journeymen Negro carpenters at Tuskegee and requested them to make every effort to recruit as many as possible. Several carpenters were referred as a result of the last request to the local offices, but in a majority of instances reports came back that Negro carpenters qualified for the job were already engaged in national defense or private work in their home counties.

Methods Effective

Mr. Anderson pointed out an interesting case which showed the effective methods used by the employment service: A meeting was being held in Mobile during which various phases of the social security program — unemployment compensation, employment service, old age and survivors' insurance, etc. —were being explained to an audience of Mobile Negroes. In a question and answer period the business agent of a Negro carpenters' union announced that he had about 200 skilled carpenters in his local and they had been unable to get jobs in national defense. George Toulmin, field supervisor for the employment service, advised him to contact the Mobile office of the Alabama State Employment Service, something which the business agent had failed to do. The next morning contact was made. In a few days many of the Negro carpenters on his roster were en route to the Tuskegee project. Since that time Negro carpenters in Mobile and in every other section of the state, who are qualified for the job, have been told that they can get employment on the Tuskegee project by contacting the local office of the Alabama State Employment Service.

The report just received by the administrative offices of the employment service from J. E. Bartlett, senior interviewer in the downtown Tuskegee office of the employment service, said: "All qualified and available Negro carpenters referred to the airport project have been given an opportunity to go to work."

Officials of the state office of the employment service who have seen the workmen at their task at the Tuskegee airport marvel at the progress that has been made in the few weeks the construction work has been carried on.

The small mountain has already been removed. The valley has been filled. The creek bed has been changed. Four runways, each about one mile long, are almost finished. Barracks, administration buildings, mess halls and other structures are being rushed to completion. A building is ready for use in about four days after construction work starts. The advanced flying school will be ready to receive its first Negro trainees late in December or early in January.

And the construction work has been done by Alabama Negro workmen, recruited by the Alabama State Employment Service.

Daily World
Atlanta, Georgia

Capt. B. O. Davis In First Class Of Race Flying Cadets

End Preliminary Training Under Army Guidance

MONTGOMERY, Ala.—(S N S)—The first six Negro aviators to learn flying under Army supervision have finished their primary phase of instruction at the Air Corps Training Detachment at Tuskegee, Alabama, and are preparing to enter Basic Flying School and the second ten weeks of their cadet program under the jurisdiction of the Southeast Air Corps Training Center it was announced by Training Center headquarters here.

They are: Captain B. O. Davis, Jr., of Tuskegee, Ala.; and five aviation cadets, Mac Ross. Dayton, Ohio; Charles H. Debow, Jr., Indianapolis Ind.; Frederick H. Moore, Jr., Summerville, New Jersey; George S. Roberts, Fairmont, West Va.; and Lemuel R. Custis, Hartford, Conn.

The six were enrolled with Tuskegee's first class of 13, which started primary training July 19. In the primary school, under direction of Captain Neal F. Parrish, they have been taught by civilian instructors. They will get their next 20 weeks of training at the Air Corps Basic and Advanced Flying Schools at Tuskegee under Air Corps instructors.

Negro cadet graduates will be commissioned second lieutenants in the Air Corps Reserve and will constitute the 99th Pursuit Squadron, which will also be based at Tuskegee.

Until now the students have been instructed by civilians in a civil school under contract to the Air Corps, but on November 7, upon entering the Air Corps Basic School, commanded by Major A. Ellison, they will be instructed by Air Corps lieutenants and will be entirely under the Army system of training.

A new class of ten Negro cadets will take their place at the primary school.

Daily World
Atlanta, Georgia

Second Class Is Begun At 'Skegee

WASHINGTON, D. C.—(SNS)—Completion of 90 days of intensive training in the first course of its kind offered Negroes and the immediate beginning of a second class of trainees at Tuskegee Institute is announced by the Works Projects Administration's Nation-wide Project for the training of Airport Servicemen.

Of the ten members of the first training class for Negro airport servicemen, seven have already been promised jobs at the Tuskegee Airport or have had assurances of jobs at other airports in the vicinity. It is expected that the others will have no difficulty in obtaining employment as a result of their training.

IN 37 STATES

The airport servicemen's program, of which the class at Tuskegee Institute is a part, operates in 37 states throughout the country. Approximately 550 persons are in training at 51 airports where the program is conducted. Fifty classes have been completed. This means that some 500 graduates are now able to service the nation's mounting number of airplanes Already, more than 70 percent of the trainees have received private employment as a result of their training.

Supporting this important nation-wide project are the Office for Production Management, the Civil Aeronautics Administration, and the Office of Education. These three Government agencies are sponsor and co-sponsors respectively. The airport ground service training course is conducted by the WPA with the cooperation of local aviation officials.

Typical of similar classes located in other parts of the country, the enrollment of future ground service experts at Tuskegee Institute is made up of men taken from the WPA rolls in the vicinity. Most of the men have been employed on a soil conservation project of the WPA. One trainee had been a waiter in one of the dining halls at Tuskegee Institute All of these men had to meet strict qualifications based on education, health, sight, hearing, and ability to meet the public. The first Negro trainees were reported as showing up well even in the early period of their training.

NEGRO INSTRUCTOR

O A. L. Burnside, a youthful and enthusiastic Negro, who received his training in Syracuse, N. Y., is the WPA instructor in charge of the project at Tuskegee. He is responsible for the actual training of the men under him to service airplanes, airplane equipment, and to learn all of the many angles of ground service work.

Mr Burnside teaches regular daily classes. With the aid of diagrams on a blackboard he begins the course of training by giving the trainees information on the functions of the different parts of planes. Practical experience is gained by the trainees serving ships in all kinds of weather. The trainees not only learn to clean airplanes, but they check landing gears, controls, fuel and oil and other functions vital to the operation of planes in flight. All phases of the training, either in the hangars or on the field, are done under the watchful eyes of the instructor.

Ground service trainees under Mr. Burnside's supervision are divided into two groups. Classes and instruction begin at 6:30 in the morning and continue until 6:30 in the evenings A grounded Stinson training ship has been placed at the disposal of the WPA project.

At the Tuskegee Airport, where these trainees have become a part of the ground service crew, are several airplanes provided by the U. S. Army Air Forces Other ships there are small Cub trainers. The Tuskegee Institute Airport was approved by the Civil Aeronautics Administration as a site for the training of airport ground servicemen.

Daily World
Atlanta, Georgia

Race Soldiers Arrive To Defend Air Base

AUGUSTA, Ga.—(SNS)—Five hundred Negro soldiers, connected with the 77th Coast artillery regiment arrived here Thursday, October 6, from Fort Bragg, N. C. These men will be stationed here at the Daniel Field for two weeks. They will "defend" the Augusta Air Base during the Carolina maneuvers.

The regiment is under the command of Lt. Col. E. McGarraugh, of the coast artillery corps.

Kansas City Call
Kansas City, Mo.

Tuskegee Field Near Completion

Two Units to Maxwell Until Base Is Ready

CHANUTE FIELD, Ill.—(ANP)—Those portions of the 99th Pursuit squadron located at Montgomery, Ala. The two units which include the mechanical trainees and air base detachment of the all-Negro aviation organization will be stationed at Maxwell field pending the completion of the permanent base which will be at Tuskegee, Ala. Work at Tuskegee is proceeding rapidly, 1,500 men being employed in day and night shifts. The field there is expected to be completed in December.

There were 364 men in the group leaving Chanute field, 334 of them traveling in a troop train while 30 others made the trip in private conveyances.

Remaining at Chanute after the transfer is completed will be about 30 men of the two organiations, including a few students who have not as yet completed their courses and other personnel now confined to the hospital. The men remaining here will rejoin their organizations as soon as possible, Lt. Justice said.

The troop train will be in charge of Maj. H. R. Maddux, commanding officer of the 99th and air base detachment assisted by the following officers of his staff Capt. R. C. Smith, adjutant and mess officer; Lt. W. L. Klum, assistant adjutant and personnel officer; and Lt. Frank Vukan, supply officer. A medical officer will also accompany the troops. The five officers will return to Chanute following completion of their assignment.

Boasting a high percentage of trained men, the 99th and air base detachment includes approximately 290 colored soldiers who have graduated from various courses of the air corps technical schools. At Tuskegee, they will be joined by colored pilot-officers who now are receiving flight training, preparatory to taking over command of the organization.

The 99th was organized at Chanute last March as the first all-Negro squadron in the air corps. The original squadron later was broken up to form the air base detachment which will maintain and operate the Tuskegee Air base.

47a-1941

Daily World
Atlanta, Georgia

Race Army Cadets Praised By Major

OCT 1 1941

TUSKEGEE, Ala.—(ANP)—Major James E. Ellison, commanding officer of the 99th Pursuit squadron, addressed a group of students and citizens of Tuskegee institute in the lecture hall of the Trade "A" building Monday. For his theme, Major Ellison chose the topic "Civilian and Military Aviation". From his remarks, it was apparent that the major firmly believes in the success of the 99th and the growth of opportunities for Negroes in civilian and military aviation.

OCT 1 1941 47a

There are innumerable positions which will be open to the Negro who has prepared himself by the proper training. Among these are listed such positions has aerial cameraman, armorer, aero engine mechanic, athletic director, attorney, civil engineer, physician. In the administrative set-up of the squadron there will also be openings for women as, civil service clerks and stenographers.

As for the most coveted position in the squadron, namely that of flying officer, Major Ellison left no doubt that the attainment of this rank requires the all-out effort of the aspirant. The records of the U. S. Air corps show that in the majority of "as-outs", the unfortunate cadet lacked one or more of the following qualifications: (1) Inherent ability to fly. (2) Proper attitude toward flying or toward the service. (3) Sterling character required for officership. Is easily seen, therefore, why the requirements for the appointment as a cadet are so strict and the life of the cadet so vigorous

Daily World
Atlanta, Georgia

Transfer CAA Flight Tutors

Anderson Is Now Chief Flight Instructor

SEP 29 1941

Four instructors for Tuskegee's Civilian Pilot Training program have been transferred to the U. S. Air Corps Detachment Field, Tuskegee Institute, for the elementary military flying program.

Charles A. Anderson, formerly chief flight instructor for Tuskegee CAA program, and later in charge of the Cross Country course CAA, is now chief flight instructor for the elementary army program. Associated with "Chief" Anderson, and also transferred from the CAA program, are Forrest Shelton, Charles Foxx and Milton Crenshaw.

With the transfer of Chief Anderson, George Allen becomes chief flight instructor for the CAA elementary and secondary flight training. Associated with Mr. Allen will be Joseph T. Camilleri and Dominick Guido.

One new flight instructor has been added to the CAA personnell beginning October 1. The new member is Archie Williams of California. Williams will be remembered as an Olympic star, having broken the 1936 record for the 400 meter stretch. Pilot Williams has Instructors Rating. He received his P.P.T. at the University of California. Here also he did secondary flying and continued at commercial field for his commercial and instructor's rating.

CIVILIAN PILOT TRAINING OPENS FALL QUARTER

Tuskegee's CAA fall courses begins October 1. The quota for the elementary course is twenty; for the secondary, the quota is ten. The men, eligible for the secondary, will come from the various colleges offering the primary training.

TUSKEGEE INSTITUTE

Afro-American
Baltimore, Maryland

Air Base Group Established at Tuskegee Inst.

OCT 11 1941

TUSKEGEE, Ala. — The Air Corps Advanced Flying School here will be made up of two units —the Air Base Group Detachment and the 99th Pursuit Squadron.

The Air Base Group Detachment began operations recently with the arrival of nineteen enlisted men from Maxwell Field, Ala., nine selectees from Fort Devens, Mass., and three enlisted men from Fort Bragg, N.C. Complement strength will be attained with the arrival of one other man from Fort Bragg.

Staff Sgt. Rothwell W. Burke of Washington and Detroit has been replaced as post sergeant major by Technical Sgt. Donald L. Wharton. Sgt. Burke is now serving as chief clerk for quartermaster troops.

Clerk Duties Assigned

Pvt. Thomas B. Taylor of Hartford, Conn., Fisk and Yale graduate, and Pvt. John P. Alexander of Waterbury, Conn., Oberlin graduate, have been assigned to clerical duties in the [illegible] administrative group.

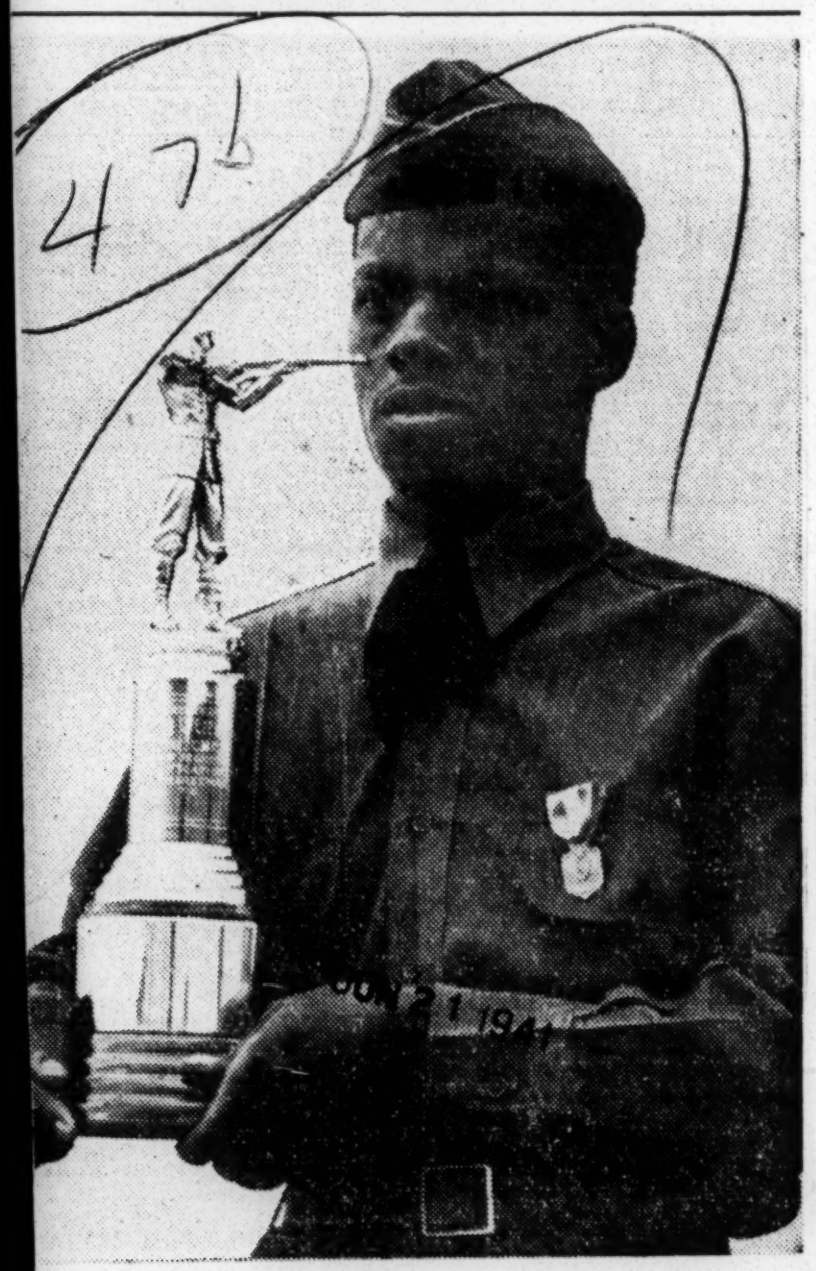
OCT 11 1941

Pvts. Allen Clarke of Bridgeport, Conn.; John Fernandes of Fair Haven, Mass.; Guy Reid of Providence, R.I., and Freeman Wright of Boston, Mass., have also recently been added to the post headquarters clerical staff.

Pending completion of the new army air base about six miles from Tuskegee Institute, members of the unit are being quartered on the institute campus.

47b-1941
Pittsburgh Courier
Pittsburgh, Pa.

CHAMPION RIFLE SHOT



Private Hunter L. Fullum, Mobile, Ala., selectee of Company C of the Fourth Quartermaster Training Regiment stands before 10,000 soldiers and civilians to receive medal and trophy in recognition of his rifle marksmanship as a part of the review and ceremony which marked the completion of the first thirteen weeks training program for selectees from all over the country at the Quartermaster Replacement Training Center of Fort Francis E. Warren, in Wyoming.

Pittsburgh Courier
Pittsburgh, Pa.

NAME SQUARE FOR COLORED WAR VET

BOSTON, June 19—(ANP)—The City Council of Brockton, Mass, recently adopted Mayor Fred D. Rowe's suggestion to designate the junction of School, Crescent and Bay streets as Orleanis William Burton Square in honor of the first colored man to volunteer in the World War. He was the son of Anna Price Burton and the late Samuel Burton. July 2, 1918, he died in service in France.

Birmingham Ala. Age-Herald
December 18, 1941

A Negro First

A young Negro, a mess attendant, first class, in the United States Navy, was the first Birmingham man to be reported killed since Japan's attack on this country. To Julius Ellsberry, formerly an ordinary drug store delivery boy before his enlistment in 1939, went the honor of being Birmingham's first known to have given the "last, full measure of devotion."

Julius Ellsberry's death will, of course, sadden his relatives and his friends, both in the service and those he left behind here in Birmingham. But in a greater way, the sadness is not all. Besides, there is an imperishable sense of his love for his country and the cause which this nation holds high.

The city has begun its efforts to create the first Negro park here. It has already been decided by the Park and Recreation Board that the name of that park will be the Colored Memorial Park. Apparently there is still some discussion, however, about naming the park. Would it not be appropriate to consider calling it Ellsberry Park?

Nashville Tenn. Banner
December 19, 1941

Renaming of School Urged

Mayor Thomas L. Cummings said today that he had received scores of communications from Negro citizens in Nashville urging that Pearl Elementary School be renamed in honor of Ben Edward Holt, Nashville Negro killed recently at Pearl Harbor. The Mayor said he would turn over the communication to the Board of Education with the recommendation that the board concur in the suggestion of the Negro citizens.

Birmingham, Ala. News
December 21, 1941

What Negroes Are Doing

BY OSCAR W. ADAMS

All of our hearts are saddened because of the news coming from the field of war; that among the first to lose their lives was our boy from Birmingham, Julius Ellsberry, killed in action.

Julius' parents live in Birmingham and he was a graduate of Parker High School. A volunteer, he enlisted in the navy in 1939. While this is heartbreaking news, the loss indicates the loyalty and devotion of the American Negro to this great country of which he is so vital a part. Certainly the family is shocked and grieved, and have the sympathy of this our republic, but it is one of those things that may be expected in a time like this, and should whet the souls, hearts and minds of each of us to a more daring and courageous interest in protecting our country against the savage attacks of our enemies in foreign lands.

It is no ordinary thing to be first in the prosecution of and devotion to a righteous cause, and no cause is more righteous or more worthy than that which makes for the defense and security of our nation.

The thought in The Age-Herald that the name of the proposed park in Birmingham for Negroes be changed to Ellsberry Park is a thought perched on a lofty height, and the idea, no doubt, will appeal to the judgment of the authorities here, and certainly should be encouraged by the Negro people themselves.

There is something recorded about the Negro being first. He was the first to shed his blood on Boston Commons, in the Revolution, in defense of his country. This was Crispus Attucks. In World War No. 1, it is disclosed by the records that the 15th New York had the distinguished honor of making the first break in the Hindenburg Line, and the only group, during this struggle, that never lost a single man as a prisoner nor a single inch of territory that was once gained.

47c-1941

Daily World
Atlanta, Georgia

Assembly Line Is Used At Benning

FORT BENNING, Ga.—(SNS)—The Air Corps "keeps 'em flying," the Infantry "keeps 'em rolling," and the Fort Benning Negro Reception Center's miniature assembly line "keeps 'em fed."

Individual lunches—wrapped in cellophane and packed in cardboard boxes—are the product of this assembly line, originated by Lt. Col. Frank Lockhead, commanding officer at the center. Results have been so satisfactory that already the system has attracted more than local attention.

The lunches are insurance against any of the newly-inducted selectees en route by train from Fort Benning to other posts missing a meal while a kitchen car is being set up to function on the train—and Colonel Lockhead's assembly line is said to be one of the most efficient ways of providing this insurance with a minimum of effort and a certainty that each lunch box contains a proper assortment of food in the freshest state practicable.

BOXES PACKED

A replica on a smaller scale of the huge production belts of the nation's industries, the assembly line at the Center is equipped to slide cardboard boxes along above a long table from the sections of whose partitioned top mess personnel fills them with the items of food designated on the lunch menu.

Cooks previously have crammed into each section of the table a particular item of food, with individual portions wrapped in cellophane paper.

As each box is filled it reaches the end of the line, where one man is stationed to take it and seal it. A supply of the sealed boxes then is placed in a large wooden box, in which it is taken to the train for issue. The wooden container is open at both sides so that two files of men can be issued lunches from it simultaneously.

ASSURE CLEANLINESS

Fried chicken, pork chops, hard-boiled eggs, cheese, jelly or jam sandwiches, cakes, pies, and even tobacco go to make up lunch box menus—which thus far have proved popular with the more than 3,500 soldiers who have received them since the system was installed. In addition to providing an acceptable substitute for a hot meal while the kitchen cars are being set up, the "assembly line lunches" assure cleanliness and cut in half the cost of feeding troops on short rail trips, Colonel Lockhead estimates, since they make kitchen cars unnecessary on such trips.

The plan has been commended by headquarters of the 4th Corps Area, according to those in charge. Detailed information on its operation recently was requested by corps area headquarters for distribution to other reception centers in the area and in other corps areas, it was said.

Assembly line cooks at the center now often provide food for other Fort Benning organizations. Recently 360 boxes were prepared on short notice for an organization under orders to leave the post.

Production on the assembly line will reach new heights in October, when it is expected 4,000 selectees will be received at the Reception Center and sent by it to various replacement centers.

Daily World
Atlanta, Georgia

33 Negroes To Invade Army Camp This Week

Fulton County Boards Are Sending 30

Fulton and DeKalb County draft boards are sending 92 men to the Army this week as a part of the state's September quota of 1,333 selectees. Thirty Negroes are going from Fulton boards and three from DeKalb boards. They are as follows:

Fulton Board 2: James Cameron.

Fulton Board 2: Jimmie Stafford Walter Ausgood, Leslie Kemp, William F. Gray, Eleazar L. Shepherd, Bob Willie Traylor, Jr., and Albert Anderson.

Fulton Board 4: Newshaw V. Jones, Thomas J. Wideman and Jesse R. Brown; Fulton Board 5: Columbus Hudson; Fulton Board 6: Lawrence W. Massey, Charlie Walker, Argene Young, Sylvester Ogletree, Eddie Bommer, William H. Booker, Welborn H. Davenport, Jr., Andrew Mayfield, James Scott and Albert Fambro; Fulton Board 9: Roy Holland.

Fulton Board 13: James Sims Willie Small, Johnny Thompson Fuller, Jerome Jackson, Lamar Glover and William Wright; Fulton Board 14: T. J. Davis; Fulton Board 15: Willie B. Freeman, Leonard M. Coppedge, James A. Watts, Jimmie DeLaney, Lyn Wood Jonnson, Arthur D. Wilson, Jr., John Boyd, John W. Roan, William B. Morgan, Fred Moore, Amos Thornton, Grady B. Burley and Harry Parker.

Fulton Board 16: Charles E. DeLaney; DeKalb Board 1; William Henry Inman.

Dublin Ga Courier-Herald
September 11, 1941

COLORED NEWS

NOTED NEGRO AIDS WITH ARMY MORALE

Roscoe Conkling Simmons, regarded as one of the foremost living Negroes, has started what he describes as a speaking tour of Arkansas, Mississippi, and "all the training camps," on "the spirit of national defense."

"I am trying to instil patriotism into the hearts and minds of my people," Simmons said at the beginning of his campaign.

"The Congress handles the money problem, the President guides our foreign policy, and it is up to others to mold and instill the spirit of defense into the hearts of the people," he said.

Simmons said there had been little activity by foreign agents of Nazi sympathizers among the Negroes, adding that his audiences include both whites and Negroes, since he is widely known among both races.

"The Negro race is violently anti-Hitler," he said, "particularly on account of what Hitler said about them in 'Mein Kampf.' The race as a whole is divided on feeling toward Britain.

"We are intensely for America. We heartily support Mr. Roosevelt's foreign policy, and I find many Negroes anxious to go to war and 'get it over with.' "

Simmons said his campaign is not sectional or racial, but for all classes and all political faiths. He said he hoped to visit every army camp in the country, much as he did during the World War.

Simmons, nephew of Booker T. Washington, was born in Mississippi and educated at Tuckegee Institute in Alabama. He seconded the nomination of President Hoover in 1932 and has been a Chicago Republican leader for many years.

His tour of southern states will be interrupted for the Chicago rally, Sept. 7, after which he will return to Mississippi to continue his tour.

Simmons usually speaks in schools, churches and chapels, but often the crowds are so great the meeting are held in the open.

[illegible] Telegraph
September 12, 1941

Negroes in War

Editor The Telegraph:

I am attaching a clipping from the Abbeville Chronicle to the effect that 20 colored and three white draftees failed to report for military examination.

Now, I am not guessing about the race question for I know whereof I state. All Negroes need to keep a looking glass to admire themselves. I've been told the deciding battle of Spanish-American war was fought by the colored regiment, the 9th New York, and practically all of them died in the conflict.

They give satisfactory service in all walks of life where all are colored, but every labor foreman knows you can't mix whites and Negroes satisfactorily, and all military officers know this, too.

In our county when the prisoners were used on roads about 80 per cent of them were Negroes.

Of the list of draftees who have failed to report 20 are colored and three are white. I haven't at hand a list of eligible to the call but I know this, they haven't made our governor compromise the question; he still says, all white or all colored at a school.

Many years ago a colored big meeting came off after cotton-picking began. The grape wine my father made had fermented and was ready to make them feel good. A young white man full to the gills went to the old colored preacher for prayer. He wanted to say something big so he said "God bless you my brother. Your face is white but your heart is as black as any Negro's." I find the people who mix with them have a white skin with a Negro principal, so the old darky was right once.

White supremacy is here to stay and don't you forget it. It is deep water and muddy before the Negro that tries it out. You can't see in muddy water where your feet will rest your next step. So it is best to stop, look and listen.

MRS. CLAUDIA BENNETT.

Columbus Ga Ledger
September 18, 1941

Books Are Sought For Negro YMCA

With the gift of 156 books by the White Book store, an effort was launched today to create a small library at the Colored Army and Navy Y. M. C. A. There are no public library facilities available to negroes in Columbus, and since many of the colored soldiers frequenting the Colored Army and Navy Y. M. C. A. have shown a great desire for reading, an effort is being made to procure as many books as possible for the institution.

E. E. Farley, director of the "Y," requests that all persons having books they would like to contribute to the project, please call 7511.

The Daily Worker
New York, N. Y.

Detroit Labor, Civic and Negro Leaders Urge Aid to U.S.S.R.

CIO, AFL Heads Hail Soviet Struggle to Crush Fascism; Say Organized Labor Must Demand Full Speed of Gov't Support to Moscow

By William Allan
(Special to the Daily Worker)

DETROIT, June 26.—Detroit AFL and CIO leaders today joined with Negro and civic leaders in urging support for the Soviet Union in its struggle for the peoples of the world against Nazi aggression.

Jack Mahoney, business agent of a Detroit AFL Carpenters Union local, said, speaking as an individual to the Daily Worker:

"Hitler's unprovoked attack upon the Soviet Union is in my opinion an effort to destroy the peoples' fortress of civilization and progress.

"Organized labor in America and the world must give every aid and support to the Soviet Union. Organized labor must also fight for a democratic peace."

FLAYS SOCIAL-DEMOCRATS

Lorris Gosman, member of the Amalgamated Clothing Workers Joint Board, warned against the Social-Democratic leaders who are aiding Hitler by abusing the Soviet Union, when he was questioned by this reporter.

"Organized labor must be on the lookout for the treacherous activity of the Social-Democratic leaders," Gosman warned. "Now as always they are siding with reaction against the working class and the Soviet Union."

"The workers must rally around the slogan, 'Support to the Soviet Union!' As I see it, the Soviet Union is not only fighting to defend itself, but fighting to liberate the oppressed, war-weary peoples of Europe."

AUTO WORKERS SUPPORT

Auto workers will support the Soviet Union, predicted Fred Williams, leader of Local 208, United Automobile Workers, CIO. Said Williams:

"I am confident that the auto workers will be on the side of the Soviet people in their struggle to defeat Hitler's invading hordes. I am also confident that the auto workers who hate Hitlerism will not permit themselves to be drawn into any conspiracy against the Soviet Union but will hope for Soviet victory and the establishment of a peoples' peace in Europe."

William McKie, veteran Ford worker and UAW organizer, said:

"While I do not speak officially for anyone, I want to say that the Ford workers, fresh from their victory over Ford's industrial empire, hate Hitler for whom Henry Ford has expressed warm admiration time and again.

"I think that the rank and file of the Ford workers will be on the side of the Soviet people in their struggle to smash Hitlerism."

Rev. Owen A. Knox, nationally known liberal and chairman of the National Federation for Constitutional Liberties, told this reporter:

"I am sure that the invasion of the Soviet Union by the Nazi imperialists does not carry the support of the German people who have long suffered under Hitler's murderous fascism.

"Speaking as an individual, I feel that this attack demonstrates the fallacy of the argument that there is no difference between the economy and the ways of life of Germany and the Soviet Union."

Said Walter A. Nelson, well-known Michigan attorney:

"A lot of well-meaning people are going about with red faces today. They had a lot to say about 'the big burly Russia attacking little Finland.' If they are fair and honest people, they will understand and support the Soviet Union in its struggle now to defend itself against the Nazi invaders.

"We ought to wake up now and see that General Mannerheim represents nobody but the Nazi German landlords in Finland. Whatever happens in Finland today is through the willingness of the Mannerheims to act as catspaws for the Nazis.

"Support to the Soviet Union is support to a real democracy—something that we lost the opportunity to do when we failed to aid Republican Spain."

URGES LEND-LEASE AID

Louis Martin, well-known Negro leader and editor of the weekly Michigan Chronicle, urged extension of the Lend-Lease Act to aid the Soviet Union.

"The Soviet Union has fought for peace, for security and equality for all its people whatever their race," Martin declared. "The Soviet Union has my support and, I think, my people's support. We must give it all the aid we can by extending the Lend-Lease Act to help a real champion of peace and democracy."

Another Negro leader, Le Baron Simmons, member of the AFL Sanitary Workers' Union and official of the National Negro Congress, said:

"Our job here is to increase our efforts to see that anti-Soviet forces in this country do not attempt to swing us into any anti-Soviet war.

"Let's go out and use the time we have, toward mobilizing America's millions—Negro and white—to support the Soviet people in this historic struggle that will change the world."

Troy, Ala., Herald
September 11, 1941

Negro Farmer Brings In Supplies For Defense Fund

"I brought in something for Defense," said George Carlisle, colored farmer from Providence community. A card was sent to all all Pike County farmers asking them to bring in scrap aluminum. George received his card, but he could not quite make out what the government needed. So he decided to do his part in helping for defense by bringing something of what he had. His basket contained one large hen, one pound of butter, and a basket of butterbeans, peas, okra and carrots. George's contribution will not build airplanes, but George's spirit is what helped build our Democracy. He was willing to bring what he had if the government needed it for defense.

Negro Soldiers Are Invited to Patriotic Rally

Workers Institute Opens Nov. 11

Negro soldiers and draftees have been invited to be guests at a patriotic rally the opening night of the thirteenth semi-annual Domestic and Industrial Workers institute, which will convene at the educational building at Mount Vernon Methodist church, 1502 Jensen drive, Nov. 11-14, it was announced by C. W. Rice, general chairman.

The features of the Tuesday night program will be an address by P. H. Holden, principal of Burrus school, on the subject, "The Loyalty of the Negro to His Government in the Time of a Crisis," and the serving of refreshments to the soldiers, draftees, veterans and visitors. The other features of the institute will be the discussion of training for national defense and consumers' problems.

Lectures and practical demonstrations will be given in cooking and household art daily, starting at 7:45 p. m., by the classes and instructors from the N. Y. A., the Houston Practice house, and the adult educational classes. Addresses will be delivered during the convention by Mrs. Cecil Goodwin, director of the home economics division of the Houston public schools. Charles A. Johnson, vocational director of the Houston public schools, will outline the defense training program for Houston. Mrs. Harris Masterson will speak on the subject, "An Employer's Relation to Employe." Roxie Walls-Hammond, president of Walls Beauty college, will discuss cosmetology. Prizes will be awarded for attendance, cake baking, biscuit making, and in the baby contest. The institute is sponsored by the Colored Workers Aid club and the Negro Labor News.

47 c-1941

Atlanta, Ga. Journal
January 14, 1941

Army Finds One Fourth Georgia Draftees Unfit

24.2 Per Cent of First 1,000 Men Either Rejected or Put in New Class

By PETE CRAIG

Of the first 1,000 Georgia draft registrants examined by local board physicians, 24.2 per cent were rejected or placed in a deferred classification because of physical or mental deficiencies, it was announced Tuesday by Major Bennett G. Owens, state medical officer for Selective Service.

At the same time, national selective service headquarters announced preparations are being made to stage medical seminars for local examining physicians and members of medical advisory boards in order to tighten up on physical examinations and eliminate "personality misfits" from the draft.

No Cause for Alarm

"There is nothing to become alarmed over" in the high rate of physical and mental rejections, Major Owens said, pointing out that the first thousand cases studied came fro mthe first 10 per cent of registrations and represented the "more obvious cases." He said a study of another 1,000 cases from the same 10 per cent of registration would not reveal such a high rate of rejection.

Major Owens said the most striking revelation of his study was the comparative freedom from dental ills shown by Negroes in comparison to the serious dental condition shown among whites.

Of the 1,000 studied, 24 whites were deferred because of dental ills and only three Negroes. There were 653 white cases and 347 Negroes under consideration.

Of these whites, 58 were placed in Class 1-B, or fit for limited military service, and 107 were placed in Class 4-F as unfit for service, representing a percentage of 25.3 of the total. Of the Negro cases, 32 were classed as unfit, or a percentage of 22.2 per cent.

Nervous and mental cases led in the rejections, 28 whites and nine Negroes being rejected under this classification. This group contains the obvious mental deficients, Major Owens pointed out.

Flat Feet One Cause

Flat feet, bones and muscular deficiences led to rejection of 32 whites and 15 Negroes. This class included persons with limbs or organs missing. But the percentage of Negroes was much larger, mainly because of flat feet, the medical director pointed out.

The number of rejections or deferments for various reasons is tabulated as follows:

	White			Colored	
	I-B	IV-F	1-1	F	Tot.
Eyes	10	6	3		24
Ears	1	8	0	1	20
Nose and throat	0	1	0	1	2
Teeth and gums	12	10	2	1	25
Height and Wht	16	5	2	1	24
Hernia	6	5	3	1	15
Varicose veins and hemorrhoids	4	6	1	0	11
Flat feet, bones, joint and muscles	9	23	3	12	47
Abdominal organs	2	3	0	1	6
Heart and B. P.	0	31	1	20	4
Lungs	1	3	0	0	
Nervous and mental	0	28	0	9	37
Endocrine	0	0	3	1	4
Albumin in urine	1	0	1	0	2
Sugar in urine	0	0	1	0	1

Two white registrants were placed in Class LV-V for skin cancer, one for hemophilia and one for a urinary fistula.

Columbia, S. C. Record
January 11, 1941

Nine Negroes Enlisted Hour After Approval

The Columbia army recruiting office probably set a world's record this morning in rapid enlistments. When the office opened, First Sgt. Chester R. Vaughan, recruiting officer, found a letter from Charlotte, N. C., headquarters, authorizing the enlistment of nine Negro soldiers for Fort Jackson.

Within 45 minutes after the letter was open[illegible] nine men had been enlisted, and within another hour, were sent to Fort Jackson. There they will be stationed with the 48th Quartermaster company, a corps unit, of Negro soldiers.

Sergeant Vaughan explained his record-breaking recruiting feat by the great desire of Negro youths to get into the army. Each day, between 10 and 20 Negro youths drop by the recruiting office hoping to get enlisted in the army.

So far this month, there had been no vacancies for them. But when authorization for nine was received this morning, a Negro from West Cotlumbia dropped into the office. When he was told about the vacancies, he said, "Just wait a minute, boss." In 20 minutes he was back with 12 other companions, nine of whom were immediately enlisted.

Sergeant Vaughan said that the recruiting business this month had picked up after a slow December. Exclusive of the nine men enlisted today, the Columbia office has already sent 30 white men to Fort Jackson where they were taken into the 8th Division for three years' military training.

Moundville, Ala. News
January 9, 1941

America[illegible] Polled On Education By Grov

Secretary Frank L. Grove of the Alabama Educational Association stated today that the American public approves equal per pupil expenditures of Negro and white school children. Grove was discussing the December issue of The Education Bulletin, published by the Association, which summarizes results of a recent Gallup poll on public education. "The Bulletin shows," said Grove, "that 78 out of 100 Americans favor equal expenditures for education of each white and negro child. Only 16 per cent are opposed to equality of per pupil educational expenditures for white and colored children, while 45 per cent of the Southern whites favor such equality. A majority of 56 per cent of all southern people approves equality of educational expenditures for the races.

The Bulletin shows that 73 per cent of the public approves the modern emphasis on education while only 23 per cent feel that education today is being given too much importance. In addition to approving the modern stress on education, 83 per cent of the people think that schools have improved and that children today are getting a better school training than their parents received before them.

"It is significant," Grove said, "in view of the domestic and world situation that a majority of 73 per cent of all Americans approves freedom in discussion of controversial issues by young people, and 68 per cent approves freedom of discussion for teachers." However, 26 per cent of the people feel that teachers are unfair in their discussion of disputed questions and present only one side of the case.

According to the Gallup survey, almost one in five feels that too little is being spent on education while 47 per cent feel that the amount spent is about right.

Moreover, 50 per cent of the public feel that certain states are unable to finance adequate schools and more than one person in four would pay higher federal taxes to aid such states A majority of 72 per cent of the public approves government aid to help educate the children of poor parents and 58 per cent would be willing to pay higher taxes to give this aid.

As to the worth of high school training, the Gallup findings show that a majority of 54 per cent of the public feels that ma[illegible] of the pupils now in high schools should quit and go to work; that they would be better off at work than in school. Eighty-two per cent of the people feel that the gov. ought to provide a part time work and training program for youth.

Journal and Guide
Norfolk, Virginia

SCHOOL HAS CONFERENCE

As a follow-up of the recent "Conference on the Participation of the Negro in National Defense," the Hampton institute school of business held a one-day conference yesterday in the Bemis laboratory auditorium on the theme, "Training the College Student to Meet Situations and Problems in the Business World." The program was arranged by a committee of students, consisting of W. F. Brower, Walter Dozier, and Thomas Gardner. Mildred Curtis acted as chairman of the conference. About 150 members of the student body, faculty, and administration attended.

Discussion leaders of the morning session included Charles H. Welch, professor of accounting at Hampton institute, who spoke on "How Can a College Man or Woman Get into Government Service?"; P. Bernard Young Sr., editor and publisher of the Norfolk Journal and Guide, who spoke on "Business in Newspaper Work"; Samuel A. Haynes, manager of the Newport News office of the Journal and Guide, who talked on the subject of advertising; Isaac Johnson, a merchant of Hampton, whose subject was "Retail Merchandising"; and Don A. Davis Sr., bursar at Hampton institute, who discussed institutional accounting and the integrating of Negroes into white businesses through the use of Negro buying power.

The afternoon session was given over to a consideration of the opportunities that await qualified college students in the fields of government service, advertising and other phases of newspaper work, and in retail merchandising, and of the ways in which efficiency can be increased.

The committee on findings, whose report was endorsed by the conference, included Walter Dozier Thomas Gardner, Frank Brower, Inez Gatewood, Ruth Fields, and Stuart L. Whiting of the faculty. The committee recommended that Negro students should avail themselves of opportunities offered to qualify for civil service appointments; that the possibilities in the field of advertising should be carefully looked into; that the intelligent use of buying power be employed to create openings for the Negro in retail businesses; that membership in civic organizations is an important factor in business success and that the newspaper business offers a fertile field for exploration.

Dothan, Ala. Eagle
January 16, 1941

Draft Board Seeks Negro Registrant

Houston County Draft Board Three today had instigated a wide search for Lennon Williams, thirty year old Negro registered under Selective Service, board clerk C. S. Bohannon revealed as he advised he would submit the case to the U. S. District Attorney at the expiration of five days should the Negro fail to report to his local draft headquarters in the meantime.

Bohanhon said that through correspondence and the local press Houston County's three draft boards had issued warnings and instructions relative to "willful neglect, stubbornness and refusal of registrants to keep in touch with their respective draft boards.

"All registrants, regardless of their classification by board members, whether they be qualified for service or exempted by deferments, are required by law under the Selective Training and Service Act to keep the local board advised of their mailing address."

Information from Washington reached local boards today pointing out that in some instances prospective trainees had been rejec at induction centers after hav been passed by local board physicians. Local board examiners were urged to use utmost caution and advised to make full use of medical advisory boards when in doubt concerning the qualifications of registrants.

Selective Service National Director C. A. Dykstra urged State Selective Service officials to continue "teamwork" for the better building of the Nation's peacetime Army. He said that local boards doubtless had profited by the experience obtained in classifying and selecting trainees for the first State quotas called in November which would better prepare officials for the larger quotas to be filled during this month. Preliminary estimates of the January quotas indicate, he said, that a total of around 150,000 trainees will be required.

Danville, Va., Register
January 23, 1941

NEGRO SELECTEES ARE SENT HOME

Boys Chosen by Three Boards Rejected; Others Are Sent To Induction Center

Pittsylvania County's three local draft boards drew blanks in their first selections of Negro youths to take a year of military training. All three sent to the Roanoke induction center last Monday have returned bearing the unwelcome news they were turned down by Army examining physicians as not meeting the physical standards.

Three other young Negroes have been sent to Roanoke to replace those returned. Local Board No. 1, of Chatham, which had sent Albert Barksdale only to have him rejected, yesterday designated George Washington Carter, 23, an employee at Chatham Hall, to replace Barksdale.

Local Board No. 2, also with headquarters in Chatham, yesterday selected John Lewis Bennett, 31, a farm laborer of Climax, to replace the rejected Herman George Gunn.

Local Board No. 3, of Schoolfield, on Tuesday named Colliers Burns to replace William Dennis Still, who had been rejected.

The two boards at Chatham previously had selected ten young white men to receive training and all had met the physical standards set by the Selective Service Board. The Schoolfield Board had sent eight white men, of whom three had been rejected as unfit for military service.

All three Pittsylvania County local boards, as well as the board in Danville, are now classifying young men in preparation for filling new draft quotas effective February 6.

Columbia S. C. Record
January 31, 1941

More Men Arrive At Fort For Duty

A total of 45 white and 128 Negro selective service men from North and South Carolina arrived at Fort Jackson last midnight from the reception center at Fort Bragg, N. C., for a year's training with the units at the post.

The 45 whites included 40 North Carolinians who were assigned today to the 105th Quartermaster regiment, and five South Carolinians who were placed in the 118th infantry.

The 128 Negroes were assigned to the post quartermaster service company. Arriving earlier this week were 104 Negroes from Camp Shelby, Miss., who were placed in the post quartermaster detachment. This gives a total of 232 Negro selectees who reported in January, which will be boosted to 475 during January. It is expected that 171 additional men will arrive from Fort Bragg Tuesday.

The 30th Division assignment officials announced today on the last of January that 4,906 men had been placed in their organization. This leaves a total of 1,094 selectees who will reach the post during February as replacements for those rejected in the January call. Officials said today they had no information of when shipments of men would begin again, and no selectees were expected for the next several days at least.

Mobile, Ala., Register
January 29, 1941

Negro Volunteers Rise Before Dawn For Trip To Camp

Eager to volunteer for service in Uncle Sam's armed forces, two Mobile negroes arose in the cold before daylight Tuesday morning and one of them who was unrewarded yesterday is scheduled to repeat his performance this morning. The pair were Andrew Cray, 656 Elmira Street, and Oliver Reeves, 1109 Lyons Street. They filled a quota sent to Camp McClellan, near Anniston, by Draft Board No. 4.

Cray and Reeves reported to the board headquarters, 221 First National Bank Building Annex, at 5:15 a.m., Tuesday, 15 minutes ahead of schedule. Cray left via bus for Camp McClellan at 6:15 o'clock.

Reeves, who was Cray's alternate, will report at the same time this morning. He will accompany another colored volunteer, James King, of Rotterdam and Belfast Streets, to the north Alabama camp.

Board officials have requested persons considering volunteering for service to act before quotas are filled by drafting men. Such action prevents trouble in substituting a volunteer for a draftee, a board official said.

Columbia S. C. State
January 30, 1941

Army Rejects 55 Out of 80 Negro Selectees

Fifty-five of the first 80 Negro selectees under South Carolina's January quota of 202 to be processed Tuesday at the Fort Jackson induction station have been accepted for army service and sent to the reception center at Fort Bragg, N. C. Twenty-five were rejected.

Physical disqualifications of both white and Negro selectees have, for the most part, gone hand in hand with lack of education, an officer at the post induction station said.

"Any selectee who has had a high school education usually can pass the physical and mental requirements," he said.

Leakesville, N. C. News
January 23, 1941

Negro Faculty Will Help In Defense Program

A meeting of the teachers of the negro schools in Rockingham county will be held Saturday morning at 10 o'clock at the Douglass high school, this city, to discuss and outline plans in connection with aid to the National Defense program. The public is invited to attend.

Thomas Martin, principal of the Hickory Grove school, will talk on "Correlation of History and National Defense" and M. S. Johnson, principal Elm Grove school, on "Health as a Factor in National Defense". W. M. Fowlkes, principal of the Saddler school, will give a demonstration lesson in teaching arithmetic.

Winnsboro, S. C. News & Herald
January 23, 1941

Negro Volunteers Go To Fort Jackson

Three Negro volunteers will leave the Bus Terminal in Winnsboro, Monday, Jan. 27, at 11:50 A. M., to enter Fort Jackson, Sergeant T. C. Cole announces.

The selectees are Willie Frank Rosborough, P. O. Box 384, Winnsboro; David Coleman Williams, 126 Bratton St., Winnsboro; and Robert Lewis Chambers, P. O. Box 11, Winnsboro.

Another larger contingent of selectees will go to Fort Jackson some time during the month of February.

Columbia S. C. State
February 6, 1941

Army Rejects 15 Per Cent Of White Men

Only 15.1 per cent of the 1,402 South Carolina white selectees given physical examinations at the Fort Jackson induction station in January failed to pass, according to a report yesterday by induction station medical officials.

Of the 199 Negro selectees examined, 69, or 34.6 per cent, failed to qualify.

Of the white selectees, the largest number, 26, were turned down because they lacked the necessary number of teeth. Defective vision accounted for 24 failures and varicose veins and inguinal hernia 12 and 14 failures, respectively. Twenty-one were rejected because of venereal diseases.

The remainder were rejected because of miscellaneous defects including: Heart disease, five; peridontoclasia, seven; nasal obstruction, three; hypertension, six; mel-occlusion, severe, six; underweight or overweight, six; otitis media, 11; perforated eardrums, four.

Of the 69 Negroes turned down, 22 were because of venereal diseases, eight because of heart conditions and six for lack of serological blood report. The others failed because of various defects including: Peridontoclasia three; varicose veins, four; defective vision, two; hernia, seven, and chronic nephritis, two.

Thirty of the white selectees were rejected because of multiple defect and four Negroes for the same reason.

47c-1941

Age-Herald
Birmingham, Ala.

DEPARTURI SET FOR 150 DRAFTEES

Many Already Selected For Second Section By County Boards

100 WHITE MEN TO LEAVE JAN. 6 AND 7

50 Negroes Are Slated To Go From District Jan. 20 And 21

JAN 1941

BY JOHN C. M'CUNE

Jefferson County's 19 draft boards were preparing Tuesday for the entraining in January of the county's second section of trainees, with many already selected.

Thomas E. Huey, draft inspector for Area No. 2, said approximately 100 white trainees will leave for Fort McCellan, Anniston, from this county Jan. 6 and 7 while approximately 50 Negro trainees will leave Jan. 20 and 21.

The county's first section, 73 white men and 23 Negroes, left for Fort McClellan Dec. 4 and Dec. 11, respectively.

A number of the county's draft boards Tuesday announced the trainees under their jurisdiction who will leave Jan. 6 or Jan. 7. They are:

Board No. 1, Bessemer—Rex Burford Griffin, Route 1; Archie C. McDaniel, Route 2; Walter Colquitt Head, 1900 Dartmouth Avenue; Clyde Norton Turner, 1605 Clarendon Avenue and Byron Stanley Bruce, 3727 Main Street, Brighton.

Board No. 2, Bessemer — Steve Dill Hanby, Route 3; Johnny Frank Deerman, Route 1, Birmingham; Powell Vines, Route 5; John Carl Farley, 340 Ash Avenue; Andrew Jackson Porter, James Clifford Noe, Route 3, and Edward Jordan Parsons, Hueytown.

Homewood List Compiled

Board No. 6, Homewood—Eugene Morrison Holmes, 2864 Hastings Road; David Weaver Smith, 1518 North Twenty-Third Street; Herbert Lee Bogue, Route 1, Stanton; L. L. Alldreadge, Center Point; Earl Lee McC[illegible], Route 1, Irondale; Walter Thomas Honeycut, Route 4, Birmingham; William Thomas Graham, 1727 Fifth Avenue, South, Irondale; Horace James Gaines, 45 Fairway Drive, and David Smith Slight, Route 5, Birmingham.

Board No. 7, Tarrant—Kenneth Stephen Bryant, James Edward Ingram, William Lloyd Bryant and Samuel Robertus Shaw, all of Route 3, Tarrant, and Anderson Harwell Smith, 1393 Fulton Avenue, Tarrant.

Board No. 10, Birmingham—Ennis Barr Pepper, 2712 Twelfth Avenue, North; Walter Earl Rodda, 2329 Tenth Court, South; Alfred Alexander Crawley, 3925 Second Avenue, South; Warren Mathew Walker, 117½ North Twenty-Third Street; Joseph Meriwether Terrell, 2030 Ninth Avenue, South; James Richard Praytor, 112½ North Twenty-Fourth Street; John Francis Earnshaw, 1620 South Twenty-First Street and Jesse Willard Ingram, 1325 Ninth Avenue, North.

Birmingham Draftees Chosen

Board No. 11, Birmingham—Sidney Cowan Hickman, 2603 Tenth Avenue, South; Ernest Brady Bowers, 2608 Thirty-Second Avenue, North; Joseph Maybank Renneker, 1129 North Twenty-Eighth Street, and Glenn Byrum McCoun, 1231 North Thirtieth Street. Two additional trainees from this board are yet to be selected.

Board No. 14, Birmingham—John Vlahakis, 2827 Thirty-Fifth Avenue, North; Wilbur C. Greer, 2506 Thirty-Fifth Avenue, North, and William A. Traywick, 3318 North Twenty-Second Street.

Board No. 19, Birmingham—Joseph Charles Hearn, Y. M. C. A.; Joseph William Pollard, 730½ North Seventeenth Street, and Horace Duncan Corbett, 1111 Tenth Place, South.

Most of the trainees listed, draft board officials said, will leave for the Fort McClellan induction station Jan. 6. Huey said there will be no public ceremonies for their entraining as featured the departure of the first section.

Draft board officials said Tuesday that men with U. S. Army service may be drawted for further military service under a ruling received from the state headquarters at Montgomery.

The ruling, they said, rescinds an earlier order allowing former army men of draft age to be placed in Class 4, a deferred category.

The ruling places the former soldiers in the same status as draft age former sailors and marines who have been considered eligible for military service under the conscription act, these officials asserted.

Charlotte, N. C., News
January 9, 1941

Set Exams For Negro Draftees

Those Called To Be Examined Tuesday

Physical examinations for Mecklenburg County Negroes who will report to Fort Bragg on Jan. 30 will be held at the Chamber of Commerce Tuesday morning at 8 o'clock, it was announced today by local draft boards after they received official verification of their published quotas.

Approximately 45 Negroes are expected to receive notices to appear for the physical check-up from whom twenty will be chosen to fill this county's quota. At the same time, several white men who live in Charlotte and in the county but who are registered in other parts of the country will be given examinations.

The official call for Negro draftees assigned the following quotas: Board No. 1, seven; Board No. 2; one; Board No. 3, four; Board No. 4, four; Board No. 5, four.

Draft Appeal Board for Region No. 5 met here yesterday and studied fifteen appeals. The five-man group, headed by Attorney D. E. Henderson, continued three of the appeals for further investigation, assigned eight to a higher numerical classification, and affirmed four classifications set by the local draft boards.

"We are still finding instances of varying standards among the local boards," Miss Maybel Moysey, clerk, said. "But the meeting of local board members here Jan. 29 under the direction of State Selective Service authorities will furnish an opportunity to set up uniform procedure."

Nashville Tenn. Tennessean
December 28, 1940

NEGRO DEFENSE STATUS IS THEME

Panel Discussion to Feature Fraternity Session Here Sunday

A panel discussion of the status of the Negro in the national defense program will be a highlight of Sunday's session of the 29th annual Conclave of Omega Psi Phi national Negro honor fraternity, in Fisk Memorial Chapel at 3 p. m.

Participating in the discussion will be Robert C. Weaver, advisory to the council on national defense; William H. Hastie, civilian aide to the secretary of war, and Campbell C. Johnson, executive assistant to the director of the selective service system.

WELCOME ADDRESS

The conclave opened here yesterday at Meharry Medical College with welcoming addresses to the fraternity and memorial services for deceased members of the organization conducted by the Rev. W. J. Faulkner. Prof John W. Work of Fisk University presided and welcoming addresses were made by Dr. E. L. Turner, president of Meharry; Mrs. A. W. Forte, Alpha Kappa Alpha sorority; Dean G. W. Gore of A. & I. State College; Dean A. A. Taylor, Fisk University; Mrs. Florence Parker, Zeta Phi Beta sorority; Mrs. Henderson A. Johnson, Delta Sigma Theta sorority, and Dr. H. D. West, Alpha Phi Alpha fraternity.

Two business meetings will be held today with an all-star basketball game at 4 o'clock this afternoon in the A. & I. gymnasium. A banquet and dance will be held at 7 o'clock tonight at A. & I.

FIRST LECTURE

Before the panel discussion Sunday afternoon, Allison Davis, professor of social anthropology at Dillard University, member of the American Council of Education and faculty member of the University of Chicago, will deliver the first annual Omega Psi Phi lecture.

There will be a dance in honor of the friends of the fraternity from 12:30 o'clock to 3:30 o'clock Monday morning. Business sessions will be held at 10 o'clock in the morning and 1 o'clock in the afternoon.

The Conclave will be closed Monday night with a Pan-Helenic dance beginning at 8 o'clock at A. & I.

Bristol, Va. News-Bulletin
January 13, 1941

NEGROES PLAN DEFENSE STUDY

Representatives of various negro organizations of Bristol will meet at 8 p. m. Wednesday, Jan. 15, at Brown's funeral home on Lee street for the purpose of inaugurating a national defense study program for colored residents of this city.

W. W. Hayes, principal of Douglass school and local chairman of the study program which will be carried out in communities throughout the United States, has sent letters to approximately 15 colored organizations in the city, including the Ministerial Alliance, lodges and church auxiliaries, explaining the purpose of the meeting and asking them to send representatives.

Delegates to a regional conference of defense study program leaders to be held at Carver high school, Salem, Va., on Saturday, Jan. 18, will be elected at the Wednesday night meeting.

The Virginia state board of education, cooperating in the national defense program, has appointed general chairmen in all communities of the state to coordinate the efforts of schools and other agencies in promoting the defense study program.

Hayes said it is planned to conduct forums at which leaders of various groups and outside speakers, including representatives of the state department of education, will speak.

In his letter to the various colored organizations in the city, Hayes said: "It is my hope that your organization will join in this effort . . . to make a tangible contribution to the preservation of the democratic ideals for which America stands."

Black Dispatch
Oklahoma City, Okla

92 NEGRO TRAINEES TO BE INDUCTED IN JANUARY

JAN 4 1941

RICHMOND, Va.—(ANP)—Nationwide protests because so few Negroes have been called for service under the provisions of the selective service act havs seemingly had some effect. The war department Wednesday requisitiond 92 additional trainees from this area to be inducted during January, all Negroes, in addition to the 500 white trainees who have already been called for induction January 9 and 10.

The additional call, announced here Wednesday by Lieut. Col. Mills F. Neal, state director of selective service, is for January 16 to 20 as follows:

Baltimore—Twelve on January 16.

Richmond—Twenty-five on January 17 and eighteen on January 20.

Roanoke—Seven on January 18 and thirty on January 20.

Bristol Va., Herald Courier
January 13, 1941

NEGROES TO STUDY NATIONAL DEFENSE

Local Meeting Called to Map Plans for Educational Program

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News
Birmingham, Ala.

Too Old Negro Who Sought To Join Army Is Dead From Burns

ASHLAND, Ala. — "Chocolate" will never be drafted into the United States Army.

It won't be because he didn't want to be. He did. He proved this when he registered, even though he was slightly older than the maximum draft age limit.

JAN 1941

But "Chocolate," or Joseph Lewis, a Negro, won't be drafted because he is dead, the first person to be stricken from the Clay County list of draftees because of death.

He attempted to convince a group around a sawmill that an open barrel of gasoline would not explode, but fumes from a small opening in the barrel caught fire and caused the container to explode.

The burning fluid was sprayed over "Chocolate's" body, causing fatal burns.

Winston-Salem N. C. Journal
January 8, 1941

Dr. Wright Chosen

Dr. Shepherd Wright, local Negrom physician, has been chosen as assistant medical examiner for Forsyth Draft Area Number One. He will take care of examination of Negro registrants in order to take some of the work off the regular examiner.

Reidsville, N. C. Review
January 10, 1941

Negro Rural Youths to Take Part in National Defense Program

As a part of the national defense program some 30 negro rural youths are expected to be enrolled in a national defense course to be set up under the supervision of A. H. McCoy, local vocational agriculture instructor of Washington high school. Training in carpentering, plastering, cement, etc., are expected to be offered.

The program is expected to get started as soon as applicants who have applied for instructing the groups are approved. Their applications have been sent in to the Raleigh office for approval. A minimum of 10 youths and a maximum of 15 youths are the required number. With a two group schedule some 30 youths will probably be enrolled. Others who have promised their cooperation and assistance are the negro extension office, Washington high school, etc.

R. L. Hannon, negro county agent, will give a short talk tomorrow to some 40 rural youths who are employed on the second shift of the NYA community center. His talk will be concerning national defense and rural youth.

Richmond, Va. News-Leader
January 3, 1941

Army Adds to Calls For Negro Recruits

United States Army recruiting station today issued a call in Richmond for thirty Negro high school graduates for the engineering school detachment at Fort Belvoir.

A call also was issued for fifty Negro recruits with eighth grade public school education or higher for the quartermaster corps, station complement, at Camp Lee.

These calls are the third and fourth for Negro recruits issued in the past four months.

Informationn regarding qualifications may be obtained at the recruiting station on the fifth floor of the Parcel Post Building.

Greenville, S. C. Piedmont
January 27, 1941

Negro Selectees Sent To Jackson

Ten colored registrants, five each from the district one and two draft boards, left by bus today for Fort Jackson near Columbia to begin a year's training under the selective service act.

Anniston Ala Star
February 2, 1941

SEEK 11 REGISTRANTS

Boards Say Two Whites, Nine Negroes Can't Be Found

Two white men and nine Negroes are being sought by the local draft boards. The boards have been unable to communicate with them at addresses on the registration cards. Persons knowing the whereabouts of any of these men have been requested to communicate with the draft board offices in the Wilson building.

The white men are Henry Macon Roberson of 1830 Wilmer Avenue and George Shelton Sheppard of Fort McClellan. The Negroes were listed as follows: John Cleveland of Fifteenth Street and Pine Avenue; Lorenza Ware of 1401 Cobb Avenue; William Andrew Jackson, 913 West Sixteenth Street; Ferrell Hardnett, 1514 Mulberry Avenue; Joseph Moon, 916 West Seventeenth Street; Dave Marrywether, 1631 Pine Avenue; Robert Sefus Sterling, 1404 Brown Avenue; Thomas Wheeler, 1120 Leighton Avenue; Willie Harris, 19 Spruce Avenue.

Chattanooga, Tenn., Daily Times
February 5, 1941

NEGROES ARE ENROLLED IN DEFENSE TRAINING

Negroes are being taught body work, painting and welding at the colored vocational school, 1220 Pine street, between the hours of 4 and 10 p.m., as a part of the national defense program for training workers, it was announced yesterday.

Nineteen men are enrolled in the class under the instruction of V. E. Caldwell, and more are urged to apply for the training which costs the trainee nothing. The school is operated on a 24-hour basis with Alex Carney in charge during the day, Caldwell in the afternoon and part of the evening, and James Chapman with a service class from 10 p.m. until 7 a.m.

Nashville, Tenn. Tennessean
January 28, 1941

NEGRO DRAFT VOLUNTEERS

Eight Negro volunteers will leave Union Station at 1:50 o'clock this afternoon for Fort Oglethorpe, Ga., where they will be inducted for a year's military training under the Selective Service program.

They are: William Cleveland Vaughn, 600 Lischey Avenue, Thurman Vaughn, 529 Lischey Avenue, Harold Hodges of Meridian, Miss., Isom Jordan Harding, 918 Forty-third Avenue, North, Emerson Reed Davis, 1019 Summit Street, William Leon Rhodes, Tillman Bell, Brentwood, and Harry L. Jones, 1222 Jefferson Street.

West Palm Beach, Fla. Times
February 13, 1941

Negro Vets Are Urged To Register On Friday

In an effort to get all negro veterans registered at one time the special committee of the American Legion, which is in charge of the National Defense questionnaires, has set Friday, Feb. 14, as the date.

All negro ex-service men are asked to report between 10 and 12 noon Friday morning at the Palm Garden Drug Store, Rosemary Avenue and Third Street.

Legionnaires will be on hand to help them fill out these questionnaires at this time.

Huntsville, Ala. Times
February 9, 1941

Three Conscientious Objectors To England

NASHVILLE, Tenn., Feb. 8 (AP)—Three young American conscientious objectors to military service now are working at civilian rehabilitation under wartime conditions in England, and others are to follow them, a federal official disclosed here today.

Dr. Thomas E. Jones, national director of Civilian Public Service, said in an interview the three went abroad of their own volition, because they "wanted to be in thick of it all where they could lend a hand in serving needs." He added that six of their fellows would join them soon. He declined to give the names of any of the nine.

Dr. Jones, on leave as president of Fisk University, said he expected ~~12,000~~ to 15,000 men to come under the supervision of CPS, which is working in co-operation with the selective service director to find civilian defense assignments for those who object to military service on conscientious grounds.

47c-1941

Honea Path, S. C. Chronicle
October 9, 1941

SECOND CALL ISSUED FOR SELECTEES

Columbia, S. C. Sept. 30.—The second notice of call for South Carolina within four days was received today at State Selective Service Headquarters when Brig. Gen. Holmes B. Springs, state director, was advised that the state would be required to furnish 394 men during December.

Last Frdiay, notice was received by Brig. Gen. Springs that the state would be called on to furnish 631 men, 444 whites and 187 Negroes, during November. Figures for both calls were net, it was announced.

Major George C. Warren, delivery and induction officer at state headquarters, estimated that the gross December call would total 490 men, 331 whites and 159 Negroes. Gross call for November ~~was~~ estimated at 855 men, 599 whites and 256 Negroes.

Local board quotas and schedules of arrivals for both the November and December calls will be announced as soon as possible after the official call is received from Fourth Corps area headquarters in Washington.

While both the November and December calls represent a decrease in the number of men requisitioned from the state (the October call was for 1,677 men), it is believed to be due to a new policy recently adopted wherein the War Department calls on national Selective Service headquarters in Washington for the number of men to be supplied by the nation during a given month. National headquarters then apportions the call among the states according to the number of registrations and the number of men now serving in the armed forces.

awarded a B. S. Degree. While at college, Lieut. Latimer was active in literary work.

The Lieutenant will proceed from the school to, his next station, where he will be able to advantageously employ the knowledge derived from the short but intensive training course which he has just satisfactorily completed.

Augusta, Ga, Herald
October 11, 1941

Walter Harris Will Direct Defense Activities Among Negroes in Augusta Area

Editor of Herald's Colored Page Given Important Post—Will Appoint Committee and Set Up Organization at Once—Communication Committee Visits Every Surrounding County

Civilian defense leaders in Augusta sought Friday to complete the organization of the Aircraft Warning Service in this section of Georgia.

Members of the communication committee, headed by Marion S. Symms, went into every surrounding county to call on AWS commanders.

Meanwhile, a committee of Negro civic leaders called on Capt. Clifford T. Sego, chairman of the Richmond County Defense Council, and pledged their support.

They were W. S. Hornsby, W. S. Harris and Sam L. McCoy.

Walter S. Harris, editor of The Herald's colored section, was appointed chairman of the group to direct defense activities among Negroes.

He plans to set up committees to coordinate activities immediately.

Members of Mr. Symms' committee are Thurston Bennett, John D. Curtis, William M. Lester, Henry D. Rhodes, J. B. Fuqua, E. W. Farlow, Ernest Bentley, John W. McElderry and Andrew Perkins.

SUPERVISORS OF WARNING SERVICE

They will call on these supervisors of the Aircraft Warning Service:

Gail Davis, of Louisville; Captain Thomas C. Penkins, of Wrightsville; Captain Robert H. Humphrey, of Swainsboro, Capain Preston B. Lewis, of Waynesboro; Walter Harrison and Colonel Milton Carlton, of Millen; Joe Mallory and C. D. Hollingsworth, of Sylvania; Lieut. Freeman Blackwell of Crawfordville; L. S. Goldman, of Thomson; Lieut. P. N. DeBeaugrine, of Warrenton; Captain J. Fortson Murray, of Lincolnton; Stanley W. Walton, of Harlem; Captain Charles F. Welchel, of Mitchell, and Captain Gordon W. Chambers, of Augusta.

Meanwhile, Sheriff M. Gary Whittle has launched plans to set up defense units outside the city.

He plans organization of auxiliary police, auxiliary fire fighers and air raid wardens.

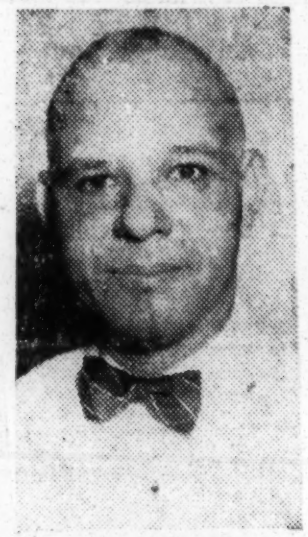
DISASTER COMMITTEE READY TO WORK

Members of the disaster committee of the Augusta Chapter of the American Red Cross met Thursday and announced they would be ready to perform any tasks assigned them during the army's forthcoming "attack".

Forty-odd members of the committee met at the call of their chairman, William F. Law, Jr., and heard Dr. Thomas B. Phinizy, Richmond County health commissioner, explain the duties of the Red Cross during the "invasion" of Augusta.

The disaster committee will handle such duties as setting up and operating casualty stations and first-aid posts, providing shelter for civilians, transportation, volunteer nurses and canteen information.

Dr. Phinizy explained that it was impossible to learn what conditions would prevail in Augusta during the "attack", and for this reason the Red Cross committee members must be prepared for any emergency, and be ready to handle any tasks assigned them.



WALTER HARRIS

The Daily Worker
New York, N. Y.

All-Out

Map Smash Hitler Output in Major Defense Plants

NOV 8 1941

By Carl Harris

(Special to the Daily Worker)

CHICAGO, Nov. 7.—In a practical way Chicago's Negro population has taken up Dr. Bethune's slogan, "Either it's all-out or it's all over."

The menace of Hitler tyranny has welded the Negro people here in a united movement bent on the winning of the war. And the leadership of this movement has rightfully fallen on the Negro workers in the defense plants of Chicago.

NOV 8 1941

This week a committee was sent up by the combined locals of the Packinghouse Worker Organizing Committee to work out a plan for stepping up the food-for-defense production in the yards. Well represented in this committee are Negro unionists, who, in the words of Pete Brown, Negro president of the Brennan local, "are Hitler's worst enemies."

"There can't be any holding back when it comes to the question of the Negroes cooperating with the defense program," Brown declared. "We know what discrimination and exploitation means and the only thing that's important now is that things will be a lot worse if Hitler takes over."

CIVILIAN DEFENSE ACTIVITY

Leading Negro PWOC figures like Jeff Beckley, president of the huge Armour local, and Ken Collins, acting-president of the Agar local, are also in the forefront of the union's defense activities, helping in planning the PWOC's participation in the Civilian Defense Week, November 1-16.

One of the major "battles for production" in this city centers around the efforts of the Farm Equipment Workers Organizing Committee to secure the plant facilities of the International Harvester Company for war needs. In the leadership of this fight are such leading Negro trade unionists as Pleass Kellogg, of the FEWOC Executive Board. Together with Negro leaders in the McCormick local, Fred Moore and Booker White, Kellogg has been among the most vigorous spokesmen against "the Roosevelt-haters, appeasers and America Firsters" on the company's executive board.

A many-sided campaign is going forward here to secure for Negro workers the right to full participation in the defense production program. These efforts have crystallized around the move to batter down the jim crow restrictions at the new Buick and Studebaker plants which are opening here.

In the vanguard of this drive is Sam Sneed, leading Negro unionist in auto, a plain-speaking fighter who has made a name for himself in labor circles here by his militancy. Sneed and others have raised the demand for expanded production and the full utilization of the unused labor power of the thousands of Negro workers who are still unemployed here.

Negro president Joe Cook of the Valley Mould Lodge of the SWOC reported that the Negroes are extremely active in South Chicago in

the efforts to furnish the necessary basic steel to win the war. This lodge recently passed a resolution, strongly supported on the floor by George Watts, Negro shop steward, pledging full support for the defense program.

In the big Carnegie-Illinois South Works Lodge 65, it was William Armstrong, a Negro leader, who introduced a resolution which was passed placing the lodge in full support of the defense drive and for uninterrupted war production. This action was especially significant in view of the two-day strike which was recently held at the mill.

Another outstanding spokesman for continuous steel production at all costs is Alex Ray, Negro vice-president of Lodge 65. **"We're cooperating with the President 100 per cent," Ray declared, "because we're against Hitler 100 per cent."**

It is trade unionists of this type who are also giving leadership to the Negro communities of Chicago in support of the all-out smash Hitler program.

SMASH HITLER MOVEMENT

Chicago has become the center of a giant movement which has spread throughout the Middle West and the nation under the name of the National Negro Stop Hitler Committee. Branches of this organization have sprung up in Milwaukee, Minneapolis, St. Louis and other Midwestern cities, rallying thousands of Negroes.

This movement has become the crystallizing center for the unification of the Negro people in all walks of life, through which they will be able to throw their strength effectively behind the effort to save America from Naziism. While directing blows at those who are retarding the defense program, the Committee has adopted a program for full support of President Roosevelt's policies and urged the opening of a Western Front against Hitler under U. S. British auspices.

Chicago Defender
Chicago, Illinois

OPM ISSUES PAMPHLET ON MINORITIES IN DEFENSE

How President Roosevelt and the Office of Production Management are seeking to secure full participation of all American minority groups in the national defense program is explained in a 19-page pamphlet, "Minorities in Defense," released today by the Labor Division of OPM.

The pamphlet outlines steps taken since July 12, 1940, to end defense discrimination, and describes the functions and duties of the President's Committee on Fair Employment Practice, the Negro Employment and Training Branch, and the Minority Groups Branch of the Labor Division of OPM.

According to the pamphlet, the Committee on Fair Employment Practice receives all complaints of defense discrimination and investigates them through the field staffs of the Negro Employment and Training, and the Minority Groups Branches of OPM. If neither branch is able to adjust a complaint, the case is then certified to the COFEP for further action and redress.

In addition to serving as a Board of Appeals to the two OPM Branches, the Committee (1) deals with the problem of discrimination in government service; (2) maintains contact with contracting agencies of the Government concerning enforcement of non-discrimination clauses in defense contracts; (3) establishes contact with state and local agencies on discrimination in employment and coordinates their programs, and (4) maintains contacts with minorities organizations and with other organizations and key individuals.

The Negro Employment and Training Branch, whose chief and staff members serve on Federal and Regional Labor Supply Committees in nine cities, broadens job opportunities for colored workers through (1) systematic visits to industrial employers; (2) regular surveys of training facilities, and (3) constant contact with the Bureau of Employment Security and local offices of the United States Employment Service to secure the placement of Negro workers through approved governmental agencies.

Similarly, the chief and staff members of the Minority Groups Branch, which is concerned with the problems of all racial minority groups (including the physically handicapped) other than Negroes serve on Federal and Regional Labor Supply Committees and seek the integration of members of these groups into the defense effort.

All complaints of racial or minority discrimination should be addressed to Lawrence W. Cramer, executive secretary of the Committee on Fair Employment Practice, Social Security Building, Washington, D. C., although primary investigations and employer contacts are made by field representatives of the two OPM Branches.

Members of the Committee, which also makes recommendations to the Presinedt and to the various Government agencies and departments on defense or government discrimination, include Mark Ethridge, chairman; David Sarnoff, Radio Corporation of America; William Green, American Federation of Labor; Philip Murray, Congress of Industrial Organizations; Milton P. Webster, Brotherhood of Sleeping Car Porters; and Earl B. Dickerson, City Council of Chicago, Ill.

Dr. Robert C. Weaver is chief of the Negro Employment and Training Branch, and Dr. Will W. Alexander is chief of the Minority Groups Branch.

Chicago Defender
Chicago, Illinois

Mr. Average Soldier: 5 Ft. 8 In., 144 Lbs.

The average young man starting service in the United States Army is 5 feet 8 inches tall, weighs 144 pounds, has a chest measurement of 33¼ inches, a 31-inch waistline, wears a 9½-D shoe and a size 7 hat, according to figures compiled by the War Department. The data are based on records of the Army Quartermaster Corps, which has directed the measuring and clothing of more than 1,500,000 men.

After a few months in the Army, however, the recruit has gained in weight on Army food, wears shoes one-half size larger and has expanded chest measurement. This is indicated by sample test, although complete examination comparable to that given upon induction is not routine.

Chicago Defender
Chicago, Illinois

Noble Sissle Named On Board To Direct Race Shows In Camp

NEW YORK — Recognition of Race interests in the operation of Camp Shows, new affiliate of the United Service Organizations for National Defense, has been achieved through the naming of Noble Sissle, noted orchestra conductor and showman, to the board of directors. Mr. Sissle's selection as a board member was made at the request of the Negro Service Committee of USO, which met with Walter Hoving, chairman of the USO board of directors.

Immediately upon becoming a member of the Camp Shows board, Mr. Sissle met with Eddie Dowling, president; Lawrence Phillips, executive vice president; Channing H. Tobias, national Y.M.C.A. leader he at once began organizing a unit and member of the Joint Army and to tour the country, presenting en- Navy Committee on Welfare and tertainment for the men in the Recreation; and Hubert T. Delany, armed services. Top-ranking Nemember of the USO board of di- gro theatrical stars and acts will rectors, to map plans for Negro be included in the unit, which will participation in the activities. appear at 186 army camps and navy camp shows.

At the request of Mr. Dowling, stations throughout the nation and off-shore bases.

47c-1941
Journal and Guide
Norfolk, Virginia

Race Citizens Stage Night Parade To Aid Sale of Defense Bonds Here

NORFOLK — In an enthusiastic effort among Norfolk's colored citizens to stimulate the sale of national defense bonds, marching units from five organizations, accompanied by two bands, beat out a symphony of patriotism with marching feet last Friday evening, in one of the most colorful night parades ever staged here.

Members of the American Legion, Sea Scouts of Norfolk, Boy Scouts, the Veterans of Foreign Wars, the Eureka Lodge of Norfolk, and ushers of the Eureka Lodge, stepped merrily along to the martial music provided by the Premier Military Band, under the direction of James E. Smith, and the Excelsior Band, under the direction of Ben Jones.

Forming at Bute and Church Streets, the marchers, led by Jerry O. Gilliam, exalted ruler and Walter C. Fulford, secretary of Eureka Lodge, swung west to Granby, then north on Granby to Brambleton Avenue, and east on the avenue to Chapel Street. From this point, he parade proceeded north on Chapel to Princess Anne Road, and west on Princess Anne Road to Church Street, and then south to the starting point on Church Street.

Arrangements for the parade were under the supervision of a committee from the Eureka Lodfe. The same organization sponsored a dance for service men at the Palais Royale Casino at the conclusion of the parade. Music was furnished by Chick Smith's orchestra.

AUG 9 1941

Daily World
Atlanta, Georgia

Promotions Are Given Draftees

FORT BENNING, Ga.--(SNS)—Approximately fifty-nine ratings were released by the order of Lt. Col. Frank Lockhead, Commanding Officer, of the Reception Center at Fort Benning on Tuesday, July 29. The Center, only recently activated, carries a large personnel of specially selected and trained Selective Service men who are engaged in the work of classifying and dispersing colored soldiers coming into the army from the Fourth Corps area.

AUG 1 1941

This was the second release of ratings for the colored personnel of the new Center. The present ratings dealt principally with Draftees. Soldiers receiving ratings represented trainees from all sections of the country. The list was as follows:

TO BE SERGEANTS: Private Charles T. Ama, Philadelphia; Private Rufus E. Appleby; Private Arthur P. Stokes, Urbana, Ohio; Private Boyd L. Curry, Indianola, Miss.

TO BE CORPORALS: Private E. K. Lockhart, Tampa; Private John C. Cartwright, West Palm Beach; Private Arthur J. Childs, Birmingham: Private Booker T. Freeman, Savannah; Private Pierce M. Thompson, Atlanta; Private Henry A. Boyd, II, Nashville; Private James H. Williams, Atlanta; Private Lawrence D. Godwin, West Palm Beach; Private James S. McHenry, Nashville; Private Garland F. Pinkston, Cordona, Tenn.; Private Alton Davenport, Birmingham.

TO BE PRIVATE (First Class): Private Theodore Russell, Atlanta; Private James W. Coar, Birmingham; Private Arrthur F. Smith, Atlanta; Private Dewey E. Chester, Americus; Private Chester A. Harp, Memphis; Private Charles W. Valentine, Marysville, Tenn.; Private Charles W. Reed, Mobile; Private Edward Wright, Jacksonville, Florida; Private Lester A. Kemp, West Palm Beach; Private Henry L. Hardimon, Columbia, Tenn.; Private Harry E. Holland, Jacksonville, Florida; Private Henry E. Simms, Tuskegee, Ala.; Private Gaston Andrews, Bolvan, Tenn.; Private John J. Johnson, Jr., Knoxville.

AUG 4 1941

TO BE PVT. Icl SPEC. 3RD CLASS: Private Frank H. Perry, Thomamsville, Ga.

TO BE RATED SPECL. 3RD CLASS: Private Bryant J. Bass, Atlanta; Private Vernon D. Rowe, Dadeville, Ala.; Private Harvey B. Michael, Sheffield, Ala.; Private James H. Lilly, Jacksonville, Fla.; Private Melvin C. Mumford, Savannah; Private Lowery G. Wright, Atlanta; Private Walker P. Jackson, Birmingham; Private Van J. Malone (Sr., Cleveland, Tenn.; Pfc Walter B. Herron.

TO BE RATED SPECL. 4TH CLASS: Private Andrew L. King, Atlanta; Private Tommy J. Collins, Birmingham; Private Lindsey D. Draper, Clinton, Ala.; Private Oscar F. Irvin, Augusta, Ga.; Private Stanley W. Wilson, West Point, Ga.; Private Robert Boyd, Jackson, Tenn.; Private Elzie L. Cromatie, Coconut Grove, Fla.; Private Charles O. McFadden, Jackson, Tenn.; Private Luther Jackson, Darien, Ga.; Private Bland L. Batey, Augusta, Ga.; Private Daniel J. Evans, Pensacola, Florida; Private Robert Johnson, Delray Beach, Florida; Private Columbus Walden, Miami; Private Benny A. Scott, Macon; Private Isiah Polk, Memphis.

AUG 9 1941

TO BE RATED SPECL. 5TH CLASS: Private Lester A. Kemp, West Palm Beach, Fla.; Private Charlie Jenkins, Pinehill, Ala.; Private Horace . Simmons, Memphis.

TO BE RATED SPECL. 6TH CLASS: Private Donald Bernard, Montgomery; Private George E. Mincey, Pratt City, Ala.

Anderson, S. C. Independent Trib
August 4, 1941

Negro Defense Unit Organized

"Dynamo" Campbell, chairman of civilian defense for Negroes in Anderson, has reported his organization complete.

The following committees were appointed:

Planning: S. C. Campbell, chairman; W. M. Gladden, D. J. Gadson, Joe Gresham, P. A. Flack, P. S. McDaniel.

Necessities: Fred W. Jackson, chairman; C. Lee Davis, Jack Gantt, T. T. McDonald, Leonard Weir.

Utilities: Early Carter, chairman; George Chambers, John Coles, R. P. Quarles, Haskell Brown, Joe Sherard, J. C. Cowans.

Communications: Harry Reese, chairman; Tom Turner, David McDavid, James Oliver, John Coleman, N. R. Austin.

Doctors: W. H. Young, chairman; B. W. Bonner, J. C. Anderson.

Graduate Nurses: Nell Adger, chairman; Anna Mitchell.

Practical Nurses: Dora Ross, chairman; Sallie Neal Smith, Equilla Carter, Doris Brownlee, Lillie Davis, Anna Bell.

Druggists: Mittie Young, chairman.

World War Veterans: W. I. Peek, chairman; John Butler, Morrison Miller, Jim Hall, Alex Greene, E. Romeo, Will Dean, Thompson Harrison, Henry Maise, Jack Gantt, John Smith, Christy Johnson, Henry Martin, Lawrence Davis, Robert Hawkins, Willie Clinkscales, Jake Thomas, Herbert Williams, S. C. Perry, Ben McClinton.

Bus and Ambulance Drivers: Garnett Sherman, chairman; Herman Coleman, Rosebud Neal, Spot McCanty, Eddie Woolridge, John Thompson, Jim Tolbert, Clarence Clark, Brown Williams.

Police: M. S. Garrison, chairman; John Fred, Roosevelt Thomas, Tommy Benson, R. C. Hamberg, Alex Smith, U. Johnson, George Gilbert, B. F. Doyle, H. B. Kinsky, Postel Jackson, Al Skelton.

Bridge and Road Repairmen: Charlie Henderson, chairman; George Storkes, Joe Thompson, Walter Irby, Larry Brown, Will Allen, Elijah Hunter, Tommy Fortson.

Truck Drivers: George Childs, chairman; Joel Childs, Sloan Gilliard, Homer Anderson, Rochelle Mattison, Roy Latimer, Roy Frazier, T. C. White, J. W. Dean.

Air Raid Shelter Builders: Fulton Norris, chairman; Larry Brown, Jeff Calhoun, Olin Blassingame, Murray Martin, Sanders Golatt, Bud Lee Clinkscale, Doc. Oliver, Willie Blassingame, Elbert Patterson.

Truck and Auto Mechanics: Joel Greenlee, chairman; Arthur Lee, Isaac Peterson, Pru Jefferson, Robert Beatty, Ernest Norris.

Motorcycle Scouts: Rufus Latimer, chairman, Hayes Latimer, Monkery Weir.

Fire Fighters: Jim Adgers, chairman; Edward Groves, Spurgeon Glenn, John McDial, John Adger, Postelle Mattison, Walter Dozier, J. C. McCanty.

Watchmen: Fred Norris, chairman; Eddy Johnson, John Tilman, Marion Mance, Tom Fortson, C. J. Simpson.

Boy Scout Troops: G. S. Sawyer, chairman.

Teachers: L. R. Best, chairman; E. W. Dean, E. G. Grimes, McLester Zimmerman, Walter Adger.

Daily World
Atlanta, Georgia

Mrs. Roosevelt Sends Telegram

By CLIFF MACKAY
(WORLD Managing Editor)

COLUMBUS, Ga.—(SNS)—An inspiring example of the cooperative spirit between races, which marks the New South, was shown here Sunday when leaders of both racial groups gathered for the dedication of the newly-constructed Army and Navy YMCA for colored soldiers, the first of its kind in the nation.

The fine, modernly-equipped two-story building itself, was a moment to this spirit of interracial goodwill.

Plans for the building, the purchase of the land, funds for its erection and additional funds for its equipment all came about through the mutual and understanding conferences between civic leaders on both races here.

ASHWORTH PRESIDES

M. R. Ashworth, white, publisher of the Columbus Post-Enquirer, who served as chairman of the subcommittee on work with colored soldiers of the Columbus Defense Service Council and who is chairman of the Board of Management of the newly-erected structure, presided.

Greetings and felicitations were brought by nationally known speakers of both races, as well as local representatives of various organizations which took active part in making erection of the building possible.

"We feel that nothing is too good for you, that you are entitled to the best that we have," asserted J. D. Kirven, president of the Columbus City YMCA and the For Benning, possibly at Atlanta, was disclosed by Thomas W. Lantz, who as field recreation representative of the Federal Security Agency, brought greetings from the government.

Mr. Lantz asserted the proposed camp would correspond to the one now being operated by the government at Panama City, Florida for white troops.

Mr. Lantz later diclosed to Nelson S. Jackson, chairman of the Atlanta Colored Division USO, that several cities were making bids for the proposed camp, but that Atlanta was the site which has the most popular support from officers and men at Fort Benning.

CHAPLAIN SPEAKS

Others who spoke were Chaplain Louis J. Beasley, of the 24th Infantry, representing Col. J. M. Lockett, commander of the 24th; Dr. T. H. Brewer; G. E. Stock, national secretary of the Army and Navy YWCA, New York City; Private F. L. Ferguson of the Service, 24th infantry; Mrs. Lizzie Lunsford; T. G. Reeves, Muscogee County Commissioner Lt. Col. Frank Lockhead, commanding officer, Colored Reception Center; Major G. A. Sossoman, Post Morale Officer and the Rev. W. A. Reid, pastor of Shady Grove Baptist Church, Columbus.

Musical numbers were supplied by the 24th Infantry band under the direction of Warrant Officer R. B. Tresville and the Reception Center Chorus. A band concert preceded the dedicatory program.

Personnel of the new Y includes besides E. E. Farley, who is director; Mrs. Nell Blackshear and J. A. Davis, assistant directors; Miss Irene McAllister, office secretary; Francis Jones, canteen operator; Homer Allen, James Allen and Will Marley, custodians.

Composing the board of management are M. R. Ashworth, chairman; Rev. Joe S. Cook, vice; Col. James M. Lockett, vice; Chaplain L. J. Beasleym vice; Dr. T. H. Brewer, vice; Henry Pease, treas.; I. C. Moyer recording secretary; E. E. Farley, Wilbur Glenn, J. D. Kirven, T. G. Reeves, H. J. Sims, Rev. H. I. Bearden, John L. Sconiers, C. W. Marshall, Rev. T. W. Smith, P. L. Taylor and Dr. K. H. Terry.

New York Age
New York, N. Y.

69,633 Negro Officers And Men Now In Service With The Army; Total Strength Will Be 92,345

WASHINGTON, D. C.—Colored enlisted men are now serving in twelve branches of the Army, including the Air Corps, the War Department announced Thursday.

Latest figures show that 69,633 officers and men are on duty in all of the nine Corps Areas. Of the officers nine, including three Reserve officers, are in the Regular Army. There are 227 National Guard officers and 23 Reserve officers—a total of 259.

There eight warrant officers in the regular Army and three in the National Guard. There are 15 in the Army Nurse Corps.

The enlisted men in the Regular Army number 26,888. In addition, there are 1,585 National Guardsmen and 213 Reserves.

There are 39,015 trainees assigned to Regular Army units and 1,647 assigned to National Guard units.

Major units organized with colored troops include:

Infantry: Six regiments.

Chemical Warfare Service: Two chemical companies (decontamination).

Engineers: Two regiments, general service; one to be activated in August. Eight separate battalions. Two light pontoon companies. Two dump truck companies.

Air Corps: One pursuit squadron. Nine service squadrons.

Armored Force: One light tank battalion.

Cavalry: Two regiments.

Coast Artillery: Six regiments; five of which are Anti-aircraft and one 155-mm gun.

Field Artillery: Five regiments and one Headquarters and Headquarters Company 69th Field Artillery Brigade.

Ordnance: Ten ammunition companies.

Quartermaster Corps: Seven Truck regiments. Four railhead companies. Four salvage companies. Three service battallions. Two pack troops.

Signal Corps: One separate construction company.

Medical: Two sanitary companies. Detachments assigned to all regiments and separate battalions.

Colored officers are attending service schools in all arms and services. In the Air Corps a separate school has been created at Tuskegee, Ala.

All colored selectees and all colored recruits are given the basic training of the arm or service to which they are assigned. In the Signal Corps this training is given in units. In all other arms and services it is given in replacement training centers.

It is planned to use 92,846 colored officers and men in Regular Army and National Guard units. The distribution follows:

Regular Army Units (Arms)	
Air Corps	2,636
Armored Force	463
Cavalry	2,848
Coast Artillery	9,201
Field Artillery	5,469
Infantry	12,877
Total Arms	33,494
(Services)	
Air Corps Services	2,614
Chemical Warfare Service	364
Engineers	11,530
Medical	1,112
Ordnance	1,650
Quartermaster	8,221
Signal	243
Total Services	25,734
National Guard Units	
Coast Artillery	1,645
Field Artillery	1,465
Infantry	2,581
Total National Guard less Medical	5,691
Medical	153
Replacement Training Centers (June)	9,608
Loss Replacements	2,747
Overhead	14,918
Total	33,117
Total Regular Army and National Guard	92,345

The authorized strength of colored officers in the Army follows:

366th Infantry; 103 line; 10 medical; 2 chaplains. Total 115.

372nd Infantry; 103 line, 10 medical; 2 chaplains. Total 115.

369th Coast Artillery: 69 line; 6 medical; 1 chaplain; Total 76.

184th Coast Artillery: 57 line; 4 medical; 1 chaplain. Total 62.

There are 44 additional Reserves authorized for the Medical Corps: 40 Medical officers and 4 Dentists. The proposed strength in the Army Nurse Corps is 56.

In addition to the chaplains listed above there are 3 who are Regular Army officers and 27 who are Reserve officers—a total of 30.

There are 6 colored officers in the Regular Army. There are 3 Chaplains included in the above list and 3 line officers: Brigadier General Benjamin Oliver Davis; his son, Captain Benjamin Oliver Davis jr., and Second Lieut. James D. Fowler, a graduate of the United States Military Academy in June.

Globe and Independent
Nashville, Tenn.

FRANKLIN VETERAN, AFTER 18 YEARS IN ARMY, RE-ENLISTS

Sergt. Tommie J. Baugh Now on Duty at Camp Shelby, Miss.

Camp Polk, La., Aug. 21—Master Sergeant Tommie J. Baugh, Headquarters and Service Company, 91st Engineer Battalion, Separate, (colored), has re-enlisted in the United States Army at the Camp Polk Recruiting Office after 18 years and 11 months of service. Sergeant Baugh's unit, whose home station is Camp Shelby, Miss., is on duty at Lake Charles for the fall maneuvers.

Sergeant Baugh, who was born in Franklin, Tenn., and whose mother, Mrs. Rebecca Baugh, resides there at 1127 Natchez Street, enlisted the first time at Nashville, Tenn., July 15, 1920, and was sent to Jefferson Barracks, St. Louis, Mo., to be assigned to the 24th Infantry. Sergeant Baugh's wife resides at 430 Second Avenue, Columbus, Ga.

Previous to being assigned to the 91st Engineer Battalion, Sergeant Baugh also served with the 25th Infantry.

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New York Age
New York, N. Y.

Hubert T. Delany Elected Member Of Board Of Directors, United Service Organization

Tax Commissioner Hubert T. Delany, prominent attorney of New York City, has been elected to the board of directors of the United Service Organizations for National Defense.

Mr. Delany, as a U.S.O. director will take part in directing the policies of the organization which will operate 360 service clubs for soldiers and sailors. The U.S.O. is now engaged in a national campaign for $10,765,000 with which to finance its work for a year.

Dr. Channing H. Tobias, one of the six members of the President's Advisory Committee on Selective Service and senior secretary for Colored Work of the National Council of the Young Men's Christian Associations, hailed the appointment of Mr. Delany.

"Realizing the problems of the Negro in military service as I do," Dr. Tobias declared, "I am greatly heartened at the appointment of a distinguished Negro citizen like Mr. Delany to the U.S.O. Board of Directors.

"I feel that this appointment, in line with policies of the government itself, will aid the board as a whole immeasurably in having the needs of this group presented from time to time by one who is so intimately acquainted with them."

U.S.O. plans include arrangements to render adequate service adjacent to the camps where Negro troops will be massed.

Asa Philip Randolph, president of the Brotherhood of Sleeping Car Porters, is an honorary vice-chairman of the national U.S.O. campaign.

South African Outlook
Lovedale, South Africa

Things Done :

A Black Governor-General.

We quote the following from a recent number of the British publication *The Economist*:" M. Eboue has been appointed Governor-General of French Equatorial Africa, and arrived in Brazzaville a few days ago to take up his duties. He is the first black man to hold so high a post in the French, or, indeed, in any, colonial service. There were only five Governor-Generalships in the French Empire, and in the Free French Empire of to-day this is the only one. M. Eboue was born in French Guiana about fifty years ago. He studied law at Paris University, and also attended the Colonial School in Paris. He then went into the Colonial Civil Service. His great ability and intelligence earned him steady promotion until, in 1936, he was appointed by the Blum Government to be Governor of Guadeloupe. This appointment was strongly approved by the French Chamber. As Governor of Guadeloupe, M. Eboue proved so good a friend of the Native labourers in the formation of trade unions and in the improvement of working-class conditions that he aroused the opposition of the French planters, and he was finally transferred to the Governorship of Chad, part of French Equatorial Africa. After the collapse of France, he was the first to resist Vichy and to come over wholeheartedly to General de Gaulle. At that time the Governor Generalship of French Equatorial Africa was in the hands of a French soldier, General de Larminat, but it was decided to replace him by a civilian, and the honour fell to M. Eboue.

Pittsburgh Courier
Pittsburgh, Pa.

STATIONS, CAMPS, POSTS WHERE COLORED TROOPS ARE LOCATED!

(VERIFIED BY WAR DEPARTMENT)

STATION	P. O. ADDRESS	No. of Troops
ABERDEEN PROVING GROUND, MD.	Aberdeen Proving Ground, Md.	220
CAMP BEAUREGARD	Alexandria, La.	165
FT. BELVOIR	Ft. Belvoir, Va.	2,008
FT. BENNING	Benhing, Ga.	3,164
CAMP BLANDING	Starke, Fla.	2,795
FT. BLISS	Ft. Bliss, Tex.	198
CAMP BOWIE	Brownwood, Tex.	1,509
FT. BRAGG	Ft. Bragg, N. C.	7,783
CHANUTE FIELD	Rantoul, Ill.	276
CAMP CLAIBORNE	Alexandria, La.	2,940
CAMP CROFT	Spartanburg, S. C.	220
FT. CUSTER	Battle Creek, Mich.	3,023
CAMP DAVIS	Hollyridge, N. C.	4,456
FT. DIX	Ft. Dix, N. J.	3,160
EDGEWOOD ARSENAL	Edgewood, Md.	364
CAMP EDWARDS	Falmouth, Mass.	198
FT. EUSTIS	Ft. Eustis, Va.	700
CAMP HAAN	Riverside, Cal.	99
HOLABIRD DEPOT	Baltimore, Md.	99
FT. HUACHUCA	Ft. Huachuca, Ariz.	5,292
CAMP HULEN	Palacios, Tex.	99
FT. JACKSON	Columbia, S. C.	693
FT. KNOX	Ft. Knox, Ky.	198
CAMP LEE	Camp Lee, Va.	600
FT. LEONARD WOOD	Rolla, Mo.	2,501
FT. LEWIS	Ft. Lewis, Wash.	481
CAMP LIVINGSTON	Alexandria, La.	6,064
FT. GEORGE G. MEADE	Ft. George G. Meade, Md.	201
FT. McCLELLAN	Anniston, Ala.	294
FT. MONMOUTH	Oceanport, N. J.	
FT. ONTARIO	Oswego, N. Y.	1,681
FT. ORD	Ft. Ord, Cal.	288
CAMP FORREST	Tullahoma, Tenn.	99
FT. RILEY	Ft. Riley, Kan.	2,894
FT. SAM HOUSTON	Ft. Sam Houston, Tex.	99
CAMP SAN LUIS OBISPO	San Luis Obispo, Cal.	99
SAVANNA ORDNANCE DEPOT	Proving Ground, Ill.	825
SAVANNAH ORDNANCE DEPOT	Proving Ground, Ill.	825
CAMP SHELBY	Hattiesburg, Miss.	1,799
FT. SHERIDAN	Sheridan, Ill.	99
CAMP STEWART	Hinesville, Ga.	99
CAMP WALLACE	Hitchcock, Tex.	2,323
FT. FRANCIS E. WARREN	Ft. Warren, Wyo.	400
FT. WAYNE	Army Post, Detroit, Mich.	99
CAMP WHEELER	Macon, Ga.	2,275
CAMP WOLTERS	Mineral Wells, Tex.	1,886
FT. DEVENS	Ft. Devens, Mass.	2,731
		69,828

Pittsburgh Courier
Pittsburgh, Pa.

Brutal White MP's Stir Trouble In Army Camp

Race Soldiers Beaten Without Provocation—Many Reported Killed by Southern Military Police—Situation Serious.

By P. L. PRATTIS

CAMP LIVINGSTON, La., June 12—If the present emergency were to end today and Negro soldiers returned to

SEE PICTURES — PAGE 12

their homes, the most bitter memory most of them would carry into the future would stick to the military police.

Ninety-five out of any hundred Negro soldiers despise the military police.

Even military reservation has had its [illegible] of bloody and fatal incidents involving the military police. Every Negro soldier has his private stock of stories relating to beatings and clubbings administered to Negro soldiers by the military police. They loathe them.

SOLDIERS HATE MPs.

That does not mean that the soldier, white or black, is always right and that the military policeman is always wrong. It does mean that because of the discriminatory set-up which prevails with the military police they have become hated caste among colored soldiers.

In thirteen camps visited, I have observed that all the military police are white. At Fort Benning there are some Negroes in training as military policemen. At Camp Livingston here some Negroes are also being trained. But the Negroes at Fort Benning wear different colored brassards from those worn by the whites and they're not armed with revolvers. They carry empty holsters. At Camp Livingston, they do not even wear holsters.

But in both Columbus, Ga., where Benning is located, and in Alexandria, La., near Livingston, white military policemen continue to strut and eagle-eye through the Negro district with their arms cocked to strike someone. Their attitude is challenging and repulsive. Backed by the city police, they do not hesitate to beat up and kill Negroes in the streets and in the jails. This statement is backed up by the records. There have been killings here and there have been killings at other camps by the white military police.

One cannot deny that these white military policemen are given provocation. Men who have too much liquor, white or black, are provocative. But, as between the white military policemen and the colored soldiers, the factor of race enters on both sides. Even the colored soldier "in his cups" has the sober reflection that here is a bully who belongs to a despised caste from which he seems to be racially barred. And the military policemen, most of them white soldiers, seem to welcome any provocation which will give them the chance to use their clubs or guns on Negroes.

In such situations, the military policeman can always prove that the Negro soldier called him names. He can sometimes prove that the Negro soldier resisted arrest or struck him. But no responsible authority or court ever digs into the mutual hate each has for the other or tries to find out why.

Bonafide Negro military policemen would increase the respect of white military policemen for the Negro soldier and the respect of the Negro soldiers for the military policeman, whatever his color. Nobody seems to have thought of that.

Commanders of Negro units, when questioned about the absence of Negro military policemen seem prone to regret the fact and emphasize how necessary it is to find good men for the job and to train them. Those who select white military policemen ignore these considerations. The veriest rookie among white selectees may blossom out in a month or two months with a night stick and a gun. The theory seems to be that any white boy is trustworthy, but you've got to search for a trustworthy Negro.

Fort Dix Hails Mobile Show

Bill Robinson and Georger Harmon give out and the soldiers approve. A. P. Photo.

Black Dispatch
Oklahoma City, Okla

A Subversive "Blackout"

Over at Fort Bragg, North Carolina, a startling discovery has been made. At least it will be startling to a small group of prejudiced army officials. It has been revealed through extensive vision tests that Negroes see better at night than white folk.

Just now, in this world of mechanical viciousness, ability to see is at a premium. America has developed the finest bomb sight in the world, but what is there to a bomb sight unless operatives manning airships have expertness of vision? A bomb sight is worthless unless directed by the effectiveness of penetrating eyesight.

Dr. H. De Sylva, of Yale university, one of the distinguished scientists making the tests in question, says this discovery is "the most startling since we entered the field of night vision." The tests given 4,000 men proved conclusively that the eyes of black men can pierce "Egyptian midnight" with uncanny precision where the eyes of white men fail.

America stands today on the precipice of war. If we win in this great, titanic, world struggle we must strike the enemy with the full power of American might. In this critical moment the nation has geared its industrial strength to the nth degree in the production of airplanes and bombing

Is America subversive?
Shall Americans be regarded as subversive?
Is America going to "black-out" of the air its most effective defense? Is prejudice going to create a "bottle-neck" in a vital spot? Shall national suicide come through hypocrisy in democracy?

But if America continues its Jim Crow tactics regarding black Americans in the air corps, America will be wilfully refusing to place its great and highly deveoped bomb sights in the hands of those American citizens having the best optics. Could one imagine anything more stupid, and should not individuals who conspire to sabotage the fine eyesight of

Pittsburgh Courier
Pittsburgh, Pa.

Brutal White MP's Stir Trouble In Army Camp

Race Soldiers Beaten Without Provocation—Many Reported Killed by Southern Military Police—Situation Serious.

By P. L. PRATTIS

CAMP LIVINGSTON, La., June 12—If the present emergency were to end today and Negro soldiers returned to their homes, the most bitter memory most of them would carry into the future would stick to the military police.

SEE PICTURES — PAGE 12

Ninety-five out of any hundred Negro soldiers despise the military police.

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47c-1941

Journal and Guide
Norfolk, Virginia

Newsome And Young Are Named

Council Serves Sixteen Counties, Seven Cities

NOV 29 1941

RICHMOND—J. Thomas Newsome, Newport News, and P. B Young, Sr., Norfolk, were appointed Wednesday, November 19, by Governor James H. Price to serve on the Hampton Roads Regional Defense Council.

MR. NEWSOME

The council serves one of eight areas in which the state is divided and has jurisdiction over 16 counties and seven cities.

The counties are Norfolk, Princess Anne, Nansemond, Isle of Wight, Southampton, Greensville, Sussex, Surry, James City, York Warwick, Elizabeth City, Accomac Northampton, Mathews, and Gloucester.

The cities are: Norfolk, Portsmouth, South Norfolk, Suffolk, Newport News, Hampton, and Williamsburg.

NOV 29 1941

COUNCIL MEMBERSHIP

MR. YOUNG

Members of the Hampton Roads Regional Defense Council, now a state agency, are: Major Raymond B. Bottom, chairman; J. James Davis, Dwight Morgan, Wm. McC. Paxton, Winder R. Harris, Horace A. Justice, Roderick Triplett, Frank D. Lawrence, J. B. Woodard, Jr., Wm. L. Carleton, Caleb D. West, Harry R. Houston, J. B. Dey, George C. Coleman, John P. Mugler, G. A. Harris, Hugh V. White, Floyd Holloway, A. S. Johnson, Dr. W. B. Martin, J. Thomas Newsome, and P. B. Young, Sr. Associate members are B. B. Roane and Gilbert L. Diggs. Dr. W. T. Hodges is the executive officer.

Mr. Newsome, a veteran attorney of Newport News, has for years enjoyed an extensive law practice. He is regarded as one of the most successful criminal lawyers in the state.

NEW APPOINTEES

Before the Journal and Guide purchased the Newport News Star, he was editorial writer for the Star and now contributes a column each week to the Guide editorial page under the caption "The Drift of the Current."

Mr. Newsome was recently appointed to serve on the Newport News local defense committee and last year was made a master in chancery by Judge Herbert G. Smith of the Corporation Court.

Mr. Young is publisher of the Journal and Guide. He is a member of Norfolk Draft Board number 1 and chairman of a three-member advisory committee to the Norfolk Housing Authority.

Atlanta, Ga. Journal
November 29, 1941

Ready to Serve

TAKING THEM by and large, up and down, through thick and thin, or in any other way you elect, we will back our Georgia Negroes as compared with any other segment of the national population for unquestioning patriotism and for cheerful acceptance of the obligations of duty.

Not so long ago we chronicled the case of the colored man who had received a questionnaire from his draft board up in Elbert County. He was quite unable to make heads or tails of the document with its many spaces for answers to questions which he could not decipher, so he wrote sprawlingly across the face of it these words: "I is reddy when you is." That, we think, belongs among the great utterances of loyalty.

But the attitude of the Elbert County Negro was not different from that of thousands of his brethren in Georgia. Take a look, for example, at a front page article in the *Cobb County Times*. The draft board had called 12 Negroes for induction into the service. Sixteen showed up. Four of them were not on the list. They explained that they wanted to volunteer. Under the regulations, volunteers have to be accepted first. So the 12 registrants were asked, who, if any, desired to be deferred until the next call. No one said yes. All 12 expressed eagerness for immediate service. The matter was resolved by deferring the four with the highest numbers.

The Marietta newspaper also reports the interesting fact that of the 5,218 men registered in Cobb County, only five have disappeared from view. It is believed the percentage, 99.84, is as high as in any county in Georgia or, for that matter, in any State in the Union.

Georgia, black and white, takes its duty to the Government seriously.

47C-1941

Pittsburgh Courier
Pittsburgh, Pa.

JUN 21 1941

Miss. Negroes Pledge Loyalty To Civilian Defense Program

JACKSON, Miss., June 10.—Their full support of his program for civilian defense of the State was pledged to Governor Johnson by more than 500 Mississippi Negro leaders representing 41 counties, at a meeting held Wednesday at Lanier High school here. Plans were outlined during the session for participation by Negroes in the State-wide program, under Col. L. B. Robinson, State Civilian Defense Council chairman.

"We are all Americans, and this is a fight in which all Americans must do their part," Governor Johnson said in an address that keynoted the meeting. "This isn't the fight of any particular group. It is every man's and every woman's fight, and we must all do our part to see to it that Hitler does not succeed in his efforts to defeat America from within."

SCHOOL BAND EULISTS

Members of his race were urged to stand together, do their part and resist "fifth column" activities in a speech by Dr. W. H. Bell, president of Alcorn college, who said a band of 15 members from the college was the first unit volunteer group signing up for Army service. He recalled that a special proclamation by President Roosevelt authorized enlistment of the band for assignment as a unit to a training camp in Louisiana.

Citing that Governor Johnson was the first Governor of Mississippi in 60 years to address an all-Negro meeting, Dr. S. D. Redmond, leader of this city, called on all Negro citizens of the State to give their full cooperation to the defense program. "Unless we hang together now," he said, "if Hitler is victorious, which God forbid, we will all hang separately later on."

In his attendance at the meeting, the Governor was joined by Adjutant General T. J. Grayson; Major Lawrence Long, in charge of the medical section of the Selective Service Administration and Miss Lena Brock, executive secretary of the State Civilian Defense Council.

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Amsterdam News
New York, N. Y.

Roy Wilkins Gets Draft Board Post

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Mr. Wilkins has been serving since the beginning of the draft in October as a member of Local Board No. 65 in Manhattan. He resigned this post in order to accept the appointment to the appeal board.

The appeal board to which he is appointed has jurisdiction over 20 local boards embracing roughly the East side of Manhattan from Central Park West to the East River and 119th St. on the North to 9th St. on the South.

JUN 7 1941

Columbus, Ga. Ledger
June 5, 1941

Negroes Urged To Open Homes To Soldiers

Chairman Brewer Appeals to Citizens to Invite Troops for Dinner

An urgent appeal for local negroes to cooperate in the proposed Hospitality Day observance here on Sunday, June 8, and to invite one or more negro soldiers to their homes at that time for dinner, was issued today by Dr. T. H. Brewer, chairman of the negro hospitality committee.

Dr. Brewer issued the following statement concerning the event:

"When every negro mother calls her family to dinner Sunday, June 8, 1941, there should be a space at the table for a negro soldier.

"An appeal is being made to the parents of Columbus in behalf of the negro soldiers in our midst. ning, to observe Sunday as Hospitality Day. No one is able to make this day a success more than parents.

"Every mother here can sympathize with the mother whose son is here and miles away from his home. She must make that boy feel as much at home as possible. Every father would like to know that his son is happy and comfortable. Every sister would like to know that her brother is meeting people who appreciate him.

"The parents of Columbus are true Americans. They will do their bit. A soldier in your home Sunday means you are doing your bit.

"Send your name and address to D. O. Moody, Ninth street branch Y. M. C. A., telephone 9275, or to Dr. T. H. Brewer, chairman of the hospitality committee.

"It is not the aim of the committee to solicit funds to purchase food for the soldiers. The citizens are asked to have these boys in their homes and churches as welcomed guests.

"This is the first appeal that has been made to the negro citizens of Columbus for the soldiers. It is the greatest desire of the committee that everyone grasp this opportunity to do his bit and show his loyalty to his country and to his city. No true citizen could turn a deaf ear to this appeal."

Savannah, Ga., News
June 15, 1941

The Negro and National Defense

By BENJAMIN F. HUBERT

The American negro has proved his loyalty to the American flag in peace and war. At no time in the history of this country made great and powerful largely by the blood, sweat and toil of black people, has the negro been charged with, or even suspected of disloyalty. The negro in America has, at all times, been anxious to fight and die for his common land, even though while fighting, he is often conscious of the fact that he is not accorded an equal chance to live or to die. The negro has been willing to accept whatever is offered in the way of opportunity, with the fond hope that while fighting under difficulties, he may convince the white people who are in power, locally and nationally, that black people are a worthwhile asset to any nation working and fighting for democratic ideals.

Our great President, Franklin Delano Roosevelt, recently declared: "We will not accept a Hitler dominated world; and we will not accept a world like the post-war world of the 1920's, in which the seeds of Hitlersim can again be planted and allowed to grow. We will accept only a world consecrated to freedom of speech and expression—freedom of every person to worship God in his own way—freedom from want—and freedom from terror."

These words came from the heart of a great soul who clearly understands that democracy must perish from the face of the earth unless it will provide full opportunity for the individual, regardless of race, creed, or color. One of the four freedoms is the freedom from want. Black people in America have been provided much opportunity, but every thinking man must agree that fifteen million negroes in America have not had a chance to do their bit in making this country what it might be. Ignorance, poverty, illiteracy, lack of food and the necessary fundamentals that round out a full life are evident in negro communities everywhere. Negroes' wants are so many and so varied, that it would be difficult to list them. But we know that there is a yearning in the heart of every negro to have opportunity to develop his native ability right here in America. Negroes are willing to write a declaration of their faithfulness and loyalty to their country in their own blood.

Young men here at Georgia State College and at other colleges and high schools throughout America have been anxiously wanting a chance to prove what they can do with their limited opportunity to destroy Hitlerism and every form of demagoguery in the world today. There is no negro boy or girl today who does not desire to fight for this country. Many of the youth would like to fly an airplane and fight for their country, but there is still little opportunity for them in this field. Many negroes would like to cross the water and watch with unfailing eyes for submarines, but their chance has not yet come. Negroes want to build themselves into a great skilled reservoir of technical labor in sheet metal work, and as carpenters, mechanical architects, cement finishers, electric weiders, motor mechanics, and the various other technical trades and skills necessary to provide for our national defense.

Germany and other European nations are training every possible recruit to his maximum capacity and ability. How can America expect to defend a democracy against nations that have provided equal chance for every boy and girl, with millions of undeveloped, uneducated and untrained youth who cannot fight as they should, because they do not know how? Illiterate, ill-fed, ignorant people cannot learn to build and repair a tractor overnight. They cannot learn to handle a machine gun or operate a tank, or an airplane, or a boat, unless they have had ample opportunity to know something about these machines and implements of war.

There is no place in Georgia or the South where negroes have access to institutions that will afford opportunity for them to learn to perfect themselves for services needed in the mechanized world of today. If negroes are to be expected to do their full share in making democracy what it should be—the most powerful form of government in the world—then they must be trained. It is difficult for thinking people to understand how the United States of America can provide the four freedoms enunciated by our President for the rest of the world, until these freedoms are evident everywhere in our own country. The campus of every negro high school and college in the South should be filled with machinery and equipment where negro men and women, and boys and girls, could learn at first hand how to repel a mechanized attack, and better still, how to use these same machines for the building of a finer and better life in America.

The late great Georgian, Henry W. Grady, and many other Southern people, have testified to the loyalty of negroes, even under the most trying circumstances. Negroes cannot but feel that they should have a place in whatever is planned for the America of tomorrow. How can the negro take his rightful place in the world of tomorrow, unless he has a chance in the world today? If we persist in the policy of denying negroes work in industry, simply because negroes are not now trained for these specific industries, and at the same time refuse to train negroes for these industries where we are constantly told there is such need for competent workers, we are going around in a vicious circle that leaves the black man forever out. If this nation is to be the arsenal for the democracies of the world, while spending billions for the construction and fashioning of every conceivable weapon of defense, and while thinking of saving democracies several thousands of miles away—people to whom we have no very close definite ties and obligations —we should not close our eyes to the needs of the underprivileged mil-

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Jackson, Miss., Daily Clarion Ledger
June 14, 1941

Negroes Of Mississippi Are Loyal And Patriotic

Negro business, civic, and educational leaders of Mississippi, some 500 of them, meeting in Jackson Wednesday, representing 41 counties, heard and discussed plans under which they will participate in the state-wide program of civilian defense, and pledged their full co-operation in that program.

That was expected but is nonetheless worthy of praise. We sometimes think our white leaders take the patriotism of our colored people too much for granted. But it is a fact that the negroes of Mississippi have, in every emergency, proved their patriotism. None of the propagandists of foreign "isms," none of the Communist agitators and organizers, have ever been able to make much progress in alienating these people. And they have tried.

We congratulate all who participated in this meeting.

Governor Johnson addressed it, and one of the speakers noted that he was the first Mississippi governor in 60 years to address an all-negro meeting. It would be better for the State if our governors did this more frequently, not only during such emergencies as this but in ordinary times when problems affecting both races have to be faced. Governor Johnson, in addressing this meeting, merely recognized its importance and the importance of the role these people have in the national defense.

New York Age
New York, N. Y.

COMMISSIONER DELANY'S APPOINTMENT

THE APPOINTMENT of Tax Commissioner Hubert T. Delany as a member of the Board of Directors of the United Service Organzation for National Defense is not only an honor for Mr. Delany but also for members of his race in New York for Mr. Delany will represent the Negroes of the entire country. This organization will operate 360 service clubs for soldiers and sailors.

The U. S. O. plans includes arrangements to render adequate service and to provide facilities for Negro troops as well as whites and it will be the job of Commissioner Delany to integrate a number of Negroes in this work.

His known ability as a lawyer and his public record, first as an Assistant United States Attorney for the Southern District of New York, and for the past seven years as Commissioner of Taxes for the City of New York, show that he is not the rubber-stamp type of official. Although still a young man, he has made good as a citizen and public servant. We feel that he can render even greater service to his race and the nation in his new job than he has rendered the citizens of New York in the past.

We feel that the board of directors of the United Service Organizations is fortunate in securing the services of so outstanding and able man as Hubert T. Delany to represent the Negro in its program.

Daily World
Atlanta, Georgia

First Executive In 60 Years To Address Negroes

Race to Serve On Civilian Defense Committees

JACKSON, Miss.—Governor Paul B. Johnson of Mississippi, demonstrated his interest in the part the Negro citizens of the State are to play in the Mississippi Civilian Defense Plan, when, he spoke to one of the largest groups of Negro leaders in Jackson's history, at Lanier High School here, Wednesday afternoon, in a meeting called by him to discuss the Mississippi Civilian Defense plan with the leading Negroes of the state, more than 150 having been sent letters by the chairman of the Mississippi Civilian Defense Council, and in the name of Governor Johnson, requesting their presence for the meeting.

As a result of the suggestion it contained in the letter that others be encouraged to come, a crowd of close to 500 of the most outstanding Negro men and women of the state heard Governor Johnson, in the first public address by a Mississippi Governor to a Negro audience in sixty years.

EXCEEDS TIME

In spite of his illness and speaking under the watchful eye of his personal physician, who had limited him to two or three minutes, and to round after round of applause from his hearers, the Governor far exceeded the time, and on several occasions was called down by his physician, but not before he had given the Negro leaders of the state the most forceful statement of the administration's attitude towards its Negro citizens, in which he assured the Negroes of the state equal justice, citing his pledge to the heavens to administer justice according to law to all the people of the State as he prayed for guidance upon his inauguaration.

Telling his hearers that all the races had at one time been slaves, and belittling the word "colored," the Governor said further that the "Negroes" must learn to be proud of their race and proud of the name "NEGRO," and called upon the Negroes of the State for full sacrifice in this time of emergency.

After the meeting had dissolved into a forum, personally replying to a question by a member of the audience, the Governor said that Negro citizens would be approved to serve on the Civilian Defense Committees in the State.

Not only did Governor Johnson break a sixty year old rule in speaking to a Negro audience, but in spite of the heat of the auditorium, and his health, stayed throughout a meeting lasting three hours and allowed his picture to be made with those attending the meeting.

Another outstanding feature of the meeting was the speech by President Wm. H. Bell of Alcorn College, which was acclaimed by all his hearers as one of the ablest ever made by a State Negro leader. Negro leader. Using an old Chinese proverb: "It is better to light one candle than to curse the dark" and an old democratic slogan "We are not going to throw away our slice of bread because the grocer was late with the butter," President Bell, spoke on the economic life of the Negro as related to Civilian and National Defense.

Dr. S. D. Redmond of Jackson also delivered a very forceful address.

Chairman of the meeting was Col. Lee R. Robinson, chairman of the State Defense Council. Among the prominent officials attending the meeting were: General Thomas J. Grayson, State Selective Service: Major W. E. Holcombe, State Selective Service; whose speech was also well received. Hon. G. S. Vincent, chairman placement section; Civilian Defense, who outlined the plan to Register all citizens of the State, and Major Long, personal physician to Governor Johnson.

The program included songs by the audience directed by Prof. A. M. Lovelace of Jackson College. The pledge to the flag by the Negro Boy Scouts and the audience led by Scout Chambliss and a piano solo by Prof. D. Bishop of Tougaloo College. Invocation was offered by Rev. A. L. Rice, and the benediction pronounced by Rev. C. A. Greer of Jackson.

Chicago Defender
Chicago, Illinois

RACE, WHITE TRAINEES GIVEN COLD SHOULDER

Rude Treatment, High Prices Disgust Boys From North States

WILMINGTON, N. C. — North Carolina, like many another southern state which has been selected as the most available section in the country for training the millions of draftees now being prepared for national defense, is revelling in soldiers' money but not their appreciation they say.

This is true of both colored and white draftees as a white writer pointed out in a recent series of articles. Northern white boys and northern colored boys just don't like the South and for the most part the white south returns the compliment.

Here at Camp Davis, 40 miles north of Wilmington, there are a number of colored draftees from the northern states, hailing from the sixth corps area. These men, the writer points out, are strange to the ways of the south. They resent the attitude of the native white man. They are self respecting and inclined to mind their own business but they just can't understand the relation between the white southerners and the Negro.

"And the white North Carolinians don't like the ways of the colored boys either." At every opportunity they are telling the story which for years has made Wilmington infamous.

In 1898 due to a fusion of the Republicans and Populists, the Democrats were swept out of office. In consequence of this many Negroes were put in office. In 1900 during a "white supremacy" campaign, the Democrats recaptured the state by staging riots led by red shirts who terrorized Negroes and burned thier property. The Manleys, widely known publishers were ushed from the state at that time as was Judge Ormond Scott of Washington, D. C.

Over in Fayetteville the white draftees, especially from the north, do not fare much better. They think the white southerners exploit them and gouge them with unfair prices.

Camp Bragg, near Fayetteville, is the largest training camp in the army and the largest artillery training school in the country. When soldiers go to town and they throng the streets every night because they have little else to do, there are few places where they are welcome.

A 15 cent sandwich automatically sells for 25 cents to a uniformed man. A meal which usually might be worth 40 cents sets him back $1. They do better over in Durham or Raleigh, 75 or 80 miles awy, because they find the people less likely to exploit them. Hundreds of the white boys change into civilian clothing.

"It's the only way to feel easy at all," said one white soldier. "Otherwise from these southerners it's always a stony glance. What the hell, we used to be civilians working at jobs too. And we're human."

"If they ever could get together the colored boys and the white boys all from the north they would have little difficulty in finding a common denominator for their opinion of the south," the scribe points out.

47c-1941

Quitman, Ga., Free-Press
November 20, 1941

Militant Baptists Endorse National Defense Policies

Overriding protests by several ministers, the Georgia Baptist Convention approved a report calling for endorsement of the national defense effort and urging civil, economic and educational justice for negroes.

The report by the convention's Social Service Commission, was changed only in minor details after the convention ordered it returned to the commission at the suggestion of the Rev. J. G. Jackson, of Clayton.

Chairman Searcy S. Garrison said the commission was unanimous in standing on its original report. Changes in the section on defense were made, he said, "solely in the interest of harmony."

The Rev. Jackson's request that the entire defense section be eliminated was voted down by the convention.

"I don't think it is the function of any church to support a war policy," Jackson said. "I think it is our call to devote our efforts to education and evangelical work."

The section of the report devoted to national defense read, in part:

"The commission endorses the basic objectives of the national defense program and approves the administration policy which calls for the defeat of such powers as challenge the security of America, the hemisphere, the democratic progress and Christian way of life. The commission calls upon Baptists to lend themselves and fortunes to the national defense effort."

The commission's original statement relative to race relations asked that the state educational facilities and opportunities be improved to equal the advantages of other groups. This was changed in the report as finally approved to read "members of the negro race be given equal civil, economic, and educational justice."

Atlanta, Ga. Journal
August 4, 1941

Figures That Speak

ONE OF GEORGIA'S most respected weekly newspapers, the *Oglethorpe Echo*, sees with clear vision the paramount danger in the political seizure of the State's educational system.

Editor Shackelford points to figures his paper had published the week before: of the 1,435 Oglethorpe County young men who had registered for selective service, 326 were unable to sign their names and had to make their marks. That is 23.7 per cent. Of the 767 white men, 59 were illiterate. Of 668 Negroes, 267 could not write.

These figures from Oglethorpe and similar percentages from other rural sections of Georgia point to the crying need for better teachers, better teaching and better organization of schooling. But, the *Echo* declares, "political dominance is the main interest of those now in authority. There is more concern as to the political allegiance of the professors in the State institutions than their ability to educate."

Amsterdam News
New York, N. Y.

As the CROW Flies
by
DR. W. E. B. DuBOIS

Who ever expected to see England and America hailing Russia as the hope of the world?

Dr. DuBois

Who represents the Prince of Peace today: Kurusu or Hull?

Who is the real traitor: Little Steel or John Lewis; or is it not really Big Steal.

The New York Negro has gained some splendid political victories. What is he going to do with this political power?

NOV 29 1941

Again England

England is sitting pretty. Russia is fighting her battle in the East; America is fighting her battle in the West; India and Australia are protecting her in the South. The United States is paying her expenses and South America is feeding her.

Is this unfair to England? Is this saying that Hitler's program for us and the world is better and more promising? No. It isn't. But it is saying that the overthrow of England will not take from the world, and especially the colored world, the menace of England. We are facing a choice between two evils. The mere fact that England is the lesser evil does not make her program good.

H. G. Wells, the greatest and bravest thinker of modern England, supports this when he says: "Our record of land warfare upon the western front, let us face up to it, has been shameful. Outside Europe there has been an emergence of fresh names and a progressive improvement of our military record, but in Europe, and in spite of Joseph Stalin's plain appeal to us to get busy upon the western front, there is paralysis."

Ethiopia

NOV 29 1941

The threat of England is shown in her treatment of Ethiopia. Way back in 1896 she egged Italy on to seize Abyssinia. During the World War she allowed Italy to seize Ethiopia. Then when the second World War opened, she promised to restore the Emperor. She has done this, but her deeds have a string to them. She has not recognized the independence of Ethiopia. It is commonly believed that she intends to make Ethiopia a protectorate, with an English "adviser" to the Emperor; which means that the Emperor will have to accept any "advice" which this Englishman gives. She has not yet recognized the right of Ethiopia to cancel the concessions in mines and lands by which Italy was proposing to strangle this land of the blacks. It may be that England will simply transfer most of these concessions to Englishmen. If this happens or anything like it, it will be a betrayal of black Africa similar to the betrayal of Egypt and Uganda.

Our Duty

NOV 29 1941

The political power of Negroes in America should naturally be used for their own protection; but beyond that they should reach out their hands and influence to help Africa and to help Ethiopia in particular. They ought to make it known to the Administration that our fantastically generous help to England is predicated upon ordinary decency in her treatment of Africa after the war; and that the United States will not stand by and see Ethiopia transferred from Italy to England in the face of the conscience of the world. We ought to let it be known that this is the price of our loyalty and cooperation.

Our Vote

Big Industry and Big Business must come more and more decentralized and under state control. The Negro's political problem rightly directed will gain him increased access to these national services. Moreover, the legal difficulties in maintaining and developing such group development is being helped today by the same forces that are emancipating and making class-conscious white labor in America. The curtailed political power of American Negroes, if intelligent, can be thrown to strengthening the laws for cooperation, and making the American consumer a definite, active power, instead of a passive victim. The rights of organization for economic purposes which labor demands can be used by black labor as well as by white labor. Moreover, such a movement will meet little opposition for many reasons, some of which are contradictory. There are Americans who would be glad to have it tried simply in order that it should fail and prove to Negroes that their only hope in this country is to be a docile, unambitious labor caste working for low wage. Such cheap labor will save America the costly necessity for colonial development. Other Americans hope that such an effort will succeed, either wholly or even in part, and thus justify their faith in humanity.

Atlanta Ga. Constitution
November 11, 1941

Recreation Center To Be Constructed

An $11,000 permanent recreation center for Negro troops will be constructed in Washington Park in Atlanta by the War Department, beginning late next week, it was announced yesterday in Washington.

Equipped with sleeping facilities and a restaurant, the center will have facilities for 500 men.

It is expected to be completed within six weeks and will be the third such center for Negro troops in the Fourth Corps Area.

Birmingham Ala Age Herald
December 18, 1941

Fine Response

Response to calls for registration for civilian defense have been fine, officials say. The number of persons needed for most civilian defense jobs, including air raid wardens and auxiliary policemen, is very nearly adequate.

Some more auxiliary policemen are needed.

But the greatest personnel need right now is for auxiliary firemen. Persons desiring to register for this vitally important task (remember London's heroic battles against incendiary bombs?) are requested by civilian defense officials to go to their local fire stations, not to civilian defense headquarters. Headquarters, it is stated, has been so busy handling the gratifying number of persons offering their services that, actually, civilian defense workers have not had enough time for completing organization of those registered.

Just now a number of Negro volunteers are needed. Negroes desiring to offer their services are urged to go to registration centers at the Negro Y. W. C. A. at Eighth Avenue and Mortimer Street and the NYA center at Slossfield in Acipco.

Blackout rumors are unfounded, civilian defense officials say. If there is to be a test blackout, there will be a three-day warning. If any immediate blackout is ordered, then citizens may rest assured that the threat is serious, according to Mayor Cooper Green.

The situation regarding funds for carrying on civilian defense work, in contrast to the response to registration calls, has not been so gratifying. As much as funds are needed for this work, civilian defense leaders recognize the terrific pressure right now on all persons for various contributions. But the fact remains that money must be obtained.

It appears increasingly likely that it may be necessary to ask Gov. Dixon to call a special session of the Legislature for making an appropriation for civilian defense. Gov. Olson, of California, has already asked for a special session of the California Legislature. He is to request an appropriation of more than $50,000,000. Alabama's duction state is high. need, of course, will not be so great, financially, as California's, but Alabama's importance as a defense pro-

Surely, having done as much firemen. as we have already, we will not fail to meet these two needs. Thus it appears that for our civilian great needs now: money and auxiliary

[illegible] Index-Journal
December 16, 1941

School Teachers Will Aid Volunteers For Defense

Both White and Colored in All Sections of County To Be in Charge of Enrollment for Civilian Defense morrow Afternoon

School teachers, both white and colored, of all sections of Greenwood county have volunteered to take charge of enrollment for Civilian Defense Wednesday afternoon and evening at designated schools throughout the county. Citizens are reminded that enrollment is entirely voluntary and has no connection whatsoever with enrollment under the selective service act.

Enrollment of civilians generally is urged as a matter of home defense in case of an emergency, but this has no connection with military defense, although it could play an important part in local security. As has been pointed out, our nation is no wengaged in a total war with the Axis powers and it will take the full man- and woman-power of the country to win a real victory. Volunteering for Civ Defense gives every one a chan offer his services in whatever acity each would fit best in his community.

Enrollment in schools lo near manufacturing plants wil gin at one o'clock Wednesda give these on the afternoon sh chance to sign up before they work. These schools will remain en until seven o'clock that eve Other schools will be open from p. m. until 9:00 p. m., unless s otherwise.

Local offiicals in charge of C ian Defense are meting at the house this afternoon with the group of teachers who have unteered for this service, inst ing them in the method to be lowed in registering volunteer w ers.

Anniston (Ala.) Times
December 12, 1941

Honor To The Negro Soldier

If there ever was any discrimination against the man in uniform in Anniston or anywhere else, events of the past week have wiped it out.

Honor is due every man who serves his country in this critical time, whether he be in uniform or not, but surely the reality of war will bring civilians generally to the realization that their very lives depend upon the welfare and the effectiveness of the men in our armed forces.

We owe respect to the uniform of the United States when it is worn by the black man as well as when it is worn by the white man. During the last war Negro troops did valuable service, and in this coming life and death struggle it may be expected that the Negroes of America will be of even greater importance in winning the victory.

When Negro soldiers first were sent into Anniston during the present emergency there was some apprehension as to the result of their presence. Let it be said that both Anniston and the Negro soldiers have displayed a fine spirit. There have been no ugly and unseemly demonstrations to our knowledge.

Now we must face the probability that Fort McClellan will have more soldiers than heretofore, Negro troops among them. The people of Anniston must prepare to give them the best "home station city" that we can provide.

The Anniston Times would like to suggest to the Negro residents of this city that they organize for the best possible hospitality that can be extended through their homes and their churches to the Negro soldiers. It is to be hoped that public agencies will assist in providing needed services for the Negro soldiers, but until such time as these welfare and recreation facilities can be set up, the job is one for the Negro people of Anniston.

Knowing their fine spirit from past experience, we feel confident that they will respond to the need.

47c-1941

Chicago Defender
Chicago, Illinois

JOBS TO CARRY 1ST LIEUTENANT RANK; FINE PAY

$2,000 Per Year Awaits Men Placed In Charge Of Camp Chapels

FEB 22 1941

WASHINGTON—(ANP)—Forty-five Negro chaplains will be needed in the army when the full strength of our fighting forces is placed afield, said Col. William R. Arnold, chief of chaplains in an exclusive interview Thursday.

Ranking as first lieutenants, with pay rate at $2,000 per year for the duration of the emergency, these positions offer an excellent opportunity for the right kind of man, Colonel Arnold said.

One of the innovations instituted in the new army is a chaplain and a chapel for every 2,000 men or regiment. In one of the huge army cantonments, there are 55 chapels—where almost every religious denomination in the army can find spiritual comfort.

Selection of the chaplains will necessarily be based upon the applicant's physical fitness to stay with the troops and to actually serve the men under wartime conditions.

"The job, as we see it," said Colonel Arnold, himself a Catholic with 27 years army experience to his credit, means more than just holding a service of an hour on Sunday. It means daily gatherings and working closely with the men giving them the advice they need and the encouragement they demand.

"I am happy," he continued, "that we got the war department to separate the morale division work from the religious work. True, no person is better fitted to carry on welfare work than a chaplain, but why saddle him with the responsibility of entertainment, recreation and religious activities, when he can be a greater asset as a worker with the welfare man than as a welfare man.

"One of the things a number of citizens can do in their communities, which will be of help to the army, especially those ministers who are over the age limit of 42 years, is to help clean up the communities adjacent to the camps where so much harm is done the army. The army itself never harmed a man, but many a man has come into the army who was not fit to be in it. And the communities adjacent to the army camps are the spots where missionary work needs to be done."

When the information first seeped out through the letters to various institutions concerning the availability of well trained men to fill these jobs, different denominations immediately got busy to see if their group would be called upon to supply the necessary chaplains.

According to a religious survey made by the census bureau, some 70 per cent of the Negroes surveyed were Batpists, with the remaining 30 per cent distributed among 31 denominations, excluding Catholics, who are said to have some 600,000 included in their midst.

This makes an interesting problem for the chief of chaplains, who will be besieged with letters from religious denominations asking for apportionment according to their representation in the census.

However, Colonel Arnold emphatically declared that if a sufficient number of Catholics were found in a division (several regiments,) a Catholic chapel would be built for them and a Catholic priest provided. And that well may happen.

One commanding officer said the colonel, in a big southern camp has asked that no northern chaplain be sent for the colored troops in his outfit. There is a general misunderstanding created when this is done and the northern chaplains do not fit into the scheme with the men as do the southern chaplains who, according to the belief, are well schooled in the racial aspects in their sections.

At present in the regular army there are three colored chaplains and from the reserves there came four chaplains, leaving a big deficit to be supplied.

Afro-American
Baltimore, Maryland

Major Says OK, but 1st Looie Says No Photos

MAR 29 1941

FORT DEVENS, Mass. — A precedent in army procedure was established here Sunday morning, when a lieutenant rescinded the orders of a major and refused to permit the AFRO photographer to take a picture of the ninety-eight officers of the 366th Infantry.

The order authorizing the picture to be taken was issued by Major Alonzo G. Ferguson, former military instructor of Armstrong High School in Washington, after he had examined the photographer's credentials, which bore the signature of Lieutenant-Colonel Pierson.

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The Major's order was rescinded by an officer who said he was First Lieutenant Walter H. Dabney, and who questioned the authenticity of the credentials.

"Wouldn't Trust Grandmother"

When informed by another member of the AFRO staff that the paper would not give its representatives phoney credentials, the officer replied: "I wouldn't trust my grandmother."

A number of the officers expressed their regrets to the newsmen, explaining that Lieutenant Dabney's explosion was unfortunate.

Major Ferguson also expressed his regrets to the staff representatives for the "insulting remarks" of the lieutenant.

Fair-minded Whites Rebuffed

A group of white soldiers were refused service at a cafe in Aily, a village just outside of this historic fort, last week, when they insisted that the waitress serve Sergeant-Major Reed of the 366th Infantry, who had gone into the place with them for lunch.

Sergeant Reed, a native of Macon, Ga., and a former sergeant-major in the famous 24th, who was recently transferred from Fort Benning, Ga., to the 366th to help train the selectees, told the AFRO that he plans legal action against the proprietor.

Jim Crow Cantonment

Aily is not the only place in Massachusetts that practices gross discrimination and segregation against colored citizens, the AFRO learned. The new cantonment which houses the 98 officers and 200 men of the 366th is an example.

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The cantonment, which will accommodate 3,000 troops and which will be occupied within the next thirty days, is located at the extreme northwest end of the fort in an undeveloped wooded section. The mud is so deep that the men can hardly get around.

Status Admitted

Several of the officers admitted that the cantonment is a jim crow set-up, and added that it was intended to be, but not one wanted to be quoted. It was also admitted that members of the 366th, in their present location, will have to commute several miles daily for drill and maneuvers.

The outfit at present is without a chaplain, without recreational facilities and has no band. The 200 members of the cadre here are former members of the 24th, while the 98 officers (the majority of them from Washington) came from the 428th Infantry.

Most of the officers are college men. A list of them follows:

Regimental Staff
Colonel West A. Hamilton
1st Lieut. J. W. Jones
1st Lieut. Walter H. Dabney
Major A. G. Ferguson
Captain W. H. Bowers.

Headquarters Company
1st Lieut. R. B. Stevens
1st Lieut. E. W. Browne.

Communications Platoon
1st Lieut. George F. Morgan.

Battalion Sections
1st Lieut. Cyrus T. Russell
2nd Lieut. J. R. Lee
2nd Lieut. Walker M. Blake

Service Company
Captain W. H. Bowers
1st Lieut. Edward C. Johnson
1st Lieut. S. W. Tucker
1st Lieut. J. H. Carr
1st Lieut. Harry Piersawl
2nd Lieut. R. R. Woodruff.

Battalion Sections
1st Lieut. Jesse O. Dedmon
1st Lieut. Harold Johnson
2nd Lieut. Willard W. Savoy.

Anti-Tank Company
Captain Willis D. Polk
1st Lieut. R. S. Armstead
1st Lieut. Arthur W. Ferguson
2nd Lieut. Lawrence L. Wallace
2nd Lieut. Milton E. Goings
3nd Lieut. Woodrow W. Knox.

First Battalion
Major Robert L. Pollard
2nd Lieut. J. H. Hurd
2nd Lieut. R. F. Greenwood.

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Captain W. B. Edelin
1st Lieut. Lloyd R. Riley
1st Lieut. George P. Lawrence
2nd Lieut. Clifton E. Davis
2nd Lieut. Charles M. Flagg, Jr.

Company B
Captain Robert Hainsworth
1st Lieut. T. D. Randolph
1st Lieut. Thurston E. Jamison
2nd Lieut. William C. English
2nd Lieut. James F. Dunn
2nd Lieut. James I. Minor.

Company C
Captian John A. Welch
1st Lieut. N. P. King
1st Lieut. Harold W. Kyles
2nd Lieut. Walter L. Linton
2nd Lieut. Ralph L. McKinney

Company D (Heavy Weapons)
Captain R. E. Contee
1st Lieut. Melvin W. Walker
1st Lieut. James L. Thompson
2nd Lieut. John T. Martin
2nd Lieut. Charles A. Pratt
2nd Lieut. Thomas T. Robinson.

Second Battalion
Major J. H. Cooper
1st Lieut. Lucius E. Young
1st Lieut. C. B. Wheat.

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Company E
Captain Clinton C. Burke
1st Lieut. Fred L. Allen
1st Lieut. Kenneth L. Johnson
2nd Lieut. Hondon B. Hargrave
2nd Lieut. James T. Toliver
2nd Lieut. Robert A. Brown.

Company F
Captain J. H. Robinson
1st Lieut. Penrose E. Goodall
1st Lieut. Cyrus M. Honesty
2nd Lieut. Harry S. Davis
2nd Lieut. John T. Letts

Company G
Captain H. R. Orr
1st Lieut. Osceola T. Thornton
1st Lieut. G. F. Welch
2nd Lieut. Terry Brooks
2nd Lieut. Sanford Harvey.

Company H (Heavy Weapons)
Captain A. W. Burleigh
1st Lieut. M. O. Parker
1st Lieut. Richard E. McKenzie
2nd Lieut. Frederick Davison
2nd Lieut. Nathaniel L. McWee
1st Lieut. Howard R. Locksley.

Third Battalion
Captain H. Y. Chase
Major Alonzo G. Ferguson
1st Lieut. Frank T. Talley
1st Lieut. L. R. Weekes.

Company I
Captain E. R. Welch
1st Lieut. E. E. Gould
1st Lieut. William W. Ford
2nd Lieut. Arthur N. Fearing
2nd Lieut. William A. Pierce.

Company K
1st Lieut. John M. W. Greene
1st Lieut. Robert W. Wilson
1st Lieut. Raymond A. Diggs
2nd Lieut. Jasper E. Ross
2nd Lieut. Carl L. Marshall
2nd Lieut. Samuel B. McCottry.

Company L
1st Lieut. H. D. Richards
1st Lieut. Thomas H. Wright
2nd Lieut. Walter L. Macklin
2nd Lieut. Ernest B. Ashford.

Company M (Heavy Weapons)
Captain F. O. Petite
1st Lieut. Roy W. Sorrell
1st Lieut. Phineas B. Bryant
2nd Lieut. John R. Fox
2nd Lieut. Samuel C. Jackson

Attached Medical
Major Norman E. Robinson
Captain Marcellus H. Goff
Captain William E. Allen
1st Lieut. Alvin P. M. Hall
1st Lieut. Richard H. Irving
1st Lieut. Lorenzo R. Nelson

Attached Dental
1st Lieut. C. Thurston Ferebee
1st Lieut. Albert V. Anderson
1st Lieut. Abner R. Branch.

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Asheville, N. C., Citizen
March 21, 1941

NEGRO PHYSICIAN NAMED EXAMINER FOR DRAFT BOARD

Dr. J. W. Holt, negro physician, will assist in examining registrants for Buncombe county selective service board No. 2, Chief Clerk Hugh Fraser announced yesterday.

Dr. Holt will assist in examining negro registrants, who constitute more than a third of the young men registered with that board.

Naming of Dr. Holt is in line with the policy of state selective service headquarters, which previously has announced that the negro race should be given representation when possible and advisable.

Jacksonville, Fla., Times-Union
March 14, 1941

Negro Doctors Will Examine Draft Groups

Appointment of negro physicians to take care of the examination of negroes called by Duval County Local Board No. 2 under the peacetime draft was announced yesterday by Walter F. Rogers, chairman of the board.

It was the first such move in Duval County and the board announcement explained the co-operation of Brewster Hospital had been received in the arrangement for examination offices. In Dade and Seminole Counties there have been two boards where a negro physician has been appointed to examine the members of his race called for the draft, according to an announcement from St. Augustine.

The negroes volunteering for the examination work here are: Dr. I. E. Williams, 102 East Union Street; Dr. C. A. Ward, 719 West Beaver Street; Dr. R. L. Brown, 103 East Union Street, and Dr. C. W. McIntosh, 906 Davis Street. Examining physicians receive no compensation for their work, it was explained.

They have made their first examinations, according to the announcement, and in the future will handle all negroes called by the board. Under the original registration there were 1900 negroes assigned to the board, in all 4911 men being registered.

The appointment of the negro physicians was recommended to the State officials by the Duval County board on the recommendation of the board's regular examining physicians, Drs. H. L. Brillhart and J. D. Ferrara. The plan was approved by the Florida State Medical Association and then followed the appointments here, in Miami and in Sanford.

Gadsden, Ala., Times
March 21, 1941

18 Selectees In County Chosen

Board 4 Designates Men For Induction In Army March 26

Local draft board No. 4 today designated 18 white men for induction into the army under the Selective Service System March 26. Meanwhile three Negro selectees were inducted into service today.

Those called for induction March 26 were listed as follows: A. G. Vaughn, Curtis Talmadge Estes, Ira Edward Elliott, John Owens Logan, Henry David Ussery, Herschel Gates DuPree, James Matison Smith, William Levoid Owens, Garland Ray Owens and LeLand Gardner Bishop, all volunteers.

Tom Ballard Hale, Otties Lydell Jenkins, William Franklin Harcrow, Eugene Stonewall McCoy, Joe Wilson Igou, L. D. Ingram, Woodrow Wilson Hill and Albert Henry Croft, selectees.

Two Negroes, Tom Eugene Finley, of 23 Ninth Street, Alabama City and Carl Lee Ralph Slaughter, of 312 South Sixteenth Street, were to be inducted today by board No. 1 and James Thomas Johnson, Negro, was to be inducted from Draft board No. 4.

Etowah County has been called on to furnish a total of 60 men between April 1-10, including five Negroes on April 2 and 55 white men on April 8.

All of the men will go to Fort McClellan for induction.

Spartanburg, S. C. Journal
March 22, 1941

Negro Training Troops at Camp Ready for Duties

Cadre Preparing for Arrival of Selectees Last of Month

By LIEUT JOSEPH ROCKIS
50th Bn. Publicity Officer

The 50th Training Battalion, a negro detachment commanded by Lieut.Col. John C. Newton, is quartered in the Sixth Regimental area at Camp Croft and at present comprises a training cadre of 128 enlisted men.

This group, which was a part of the 24th Infantry from Fort Benning, Ga., has been engaged in many varied activities since its arrival at Camp Croft on February 20. It has been trained to help instruct the incoming negro selectees, who are due to arrive on or about March 29. It will be the duty of these key men, who have been in the army for varying periods extending up to 28 years, to assist the officers in making first class soldiers out of the 890 new men who will arrive for 13 weeks of intensive training before the end of the month.

Excellent Progress Noted

Thus far excellent progress has been made in regard to the preparation of buildings for future occupancy, installation of fixtures, and policing of the area in general. In addition to this housekeeping work, the troops have been carrying on with the usual garrison duties.

The day starts with reveille at 6:15 o'clock every morning. On Sundays and holidays it is an hour later. Breakfast is at 7 o'clock. Then at 8 o'clock the soldiers have a half-hour of calesthenics. After the setting up exercises the various details are assigned for the remainder of the morning. Recall is at 11:30 o'clock. Lunch follows at 12 o'clock noon.

Soldiers Study Camp Area

During the afternoon certain groups conduct orientation walks for the purpose of acquainting the men with the entire camp area. The remainder of the afternoon is usually spent in improving the barracks and camp area. In a few days, however, the soldiers will spend most of their time in preparing themselves for their new jobs as assistant instructors. Recall, at present, is at 3 o'clock. Guard mount takes place at 3:45 and the evening meal is served at 5:30.

Free Time Activities

The soldiers are then free, except those on guard or special duty. They will spend their evenings in varied activities ranging from sports such as basketball and football to less strenuous games such as ping pong and checkers.

The officer personnel for the 50th Training Battalion consists of one lieutenant-colonel, four captains, three first lieutenants ,and 18 second lieutenants. It is the responsibility of this group to supervise all activities, and to look out for the general welfare of the men.

The state of training, efficiency, conduct and attitude of the troops depends on how well the officers are doing their work. Ten of the 25 officers came with the training cadre from Fort Benning, Ga. The others are graduates of the Infantry School at Fort Benning and were assigned to the unit at Camp Croft.

Negro Officers Arrive

The first negro officer to be assigned to the camp arrived yesterday. He is First Lieut. Harvey E. Johnson, a chaplain.

Another negro officer chaplain will also be assigned here shortly. These men will provide for the spiritual uplift and the religious training of soldiers in the battalion.

Except for the chaplains, the negro detachment will be supervised by white officers.

Pittsburgh Courier
Pittsburgh, Pa.

CAMPS IN 25 STATES

APR 1 21941

Fort Bragg Will Be Largest With 7,783 Troops—46 Other Camps Listed.

WASHINGTON, April 10.—The War Department, in a special release exclusively to The Pittsburgh Courier, reveals that by June 1 a total of 69,828 Negro soldiers will be in the Army. They will be scattered in 47 stations, camps and posts located in 25 States.

APR 1 21941

This group, representing the largest number of race troops ever called in peacetime, will offer many problems of recreation and leisure time pursuits in their various stations. The largest single group of soldiers will be stationed at Fort Bragg, N.C., and represents a total of 7,783. There will be 9 small centers of only 99 soldiers each.

At the present time, the War Department revealed, there are ten organized regiments of colored soldiers, one chemical company, two medical detachment and three school detachments. Additional regiments are in the process of being formed, and will be completed when the first phase of the draft program ends.

The largest centers of troop concentrations are: Fort Bragg, 7,795; Camp Livingston, La., 6,064; Fort Huachuca, Ariz., 5,292; Camp Davis, N.C., 4,456; Fort Bennings, Ga., 3,164; Fort Dix, N.J., 3,160; Fort Custer, Mich., 3,023; Camp Claiborne, La., 2,940; Fort Riley, Kans., 2,894; Camp Blanding, Fla., 2,795; Fort Leonard Wood, Mo., 2,501; Fort Sill, Okla., 2,332; Camp Wallace, Texas, 2,323; Camp Wheeler, Ga., 2,275, and Fort Belvoir Va., 2,008.

Macon, Ga. Telegraph
March 23, 1941

Welcome for All

Among the boys in uniform coming to Camp Wheeler now are a number of Negro selectees.

It is worth while to repeat that when a call was recently made in Macon for all able-bodied World War veterans to register for home defense, Negroes outnumbered the whites among the volunteers. No group or race could be more patriotic than the Negroes. The record shows that they did valiant service in the last great war and stand ready to do it again.

Arrangements are being made to provide for their entertainment. In every way possible their welcome should be warm and cordial.

Nashville Tenn Banner
April 11, 1941

Pan-Hellenic Council

The Nashville Pan-Hellenic Council will sponsor a panel discussion on "The Negro in National Defense" at Tennessee A & I State College Sunday, April 20, at 6:30 p. m. Participants will be Z. A. Looby, attorney; Lewis Jones, Department of Social Science, Fisk University; W. J. Faulkner, dean of men, Fisk University; Addison Cutler, head of Department of Economics, Fisk University, and James R. Ballard, professor of economics at Tennessee A & I College. William C. Sampson, junior medical student at Meharry Medical College, will act as chairman of the panel.

School for the Blind

The Rev. L. H. Crawford, pastor of Lea Avenue Christian Church, will preach Sunday afternoon at 3 o'clock in the chapel of the Colored School for the Blind.

Cordelia Clark of Nashville is filling the vacancy in the faculty caused by the resignation of Arnita Logan.

The children will have an Easter egg hunt on the campus Monday.

47c-1941

Drakes Br'ch,Va.,Charlotte Gazette
March 27, 1941

THE NEGRO AND DEFENSE

Taking the proportion of the Negro race to that of the whites in America, it is doubtful if a more patriotic group can be found. Of course, America is his home, and among the colored population there is not the inroads that have been made among the whites. We have yet to learn of a Negro selling this country short. There might have been such occasions but not within the memory of the present age can it be verified.

There has never been a race of people since the founding of civilization, (if we be permitted to use that phrase in these times), that has made such rapid strides in so short a period of time. Since the War Between the States, when he was rescued from slavery, he has, with the help of a sympathetic white leadership, advanced in science, industry, farming, and other pursuits. With it all he has remained true to the American ideals, and not a Benedict Arrold can be found among them.

But we cannot boldly state that the white race has remained so loyal as has the Negro. Confined in prisons today are white men who have sold military secrets to foreign governments; among us today are those who would for a price divulge secrets to enemies. Among us today are men high up in the ranks of politics and labor who are using their stranglehold on the people to sell the country short. Not one single case can be brought in which a Negro is guilty of espionage, of sabotage, or of deliberately tying up defense work. This cannot be said of some native-born white Americans. At times the Negro is drawn into deals with a shade of suspicion, but it is not to his own making. He is promised social equality with whites by agitators of the communistic teachings (and it is really an equality that he should be ashamed to be associated) because the Communists are a lower strata than that of the colored race.

The Negro does not want social equality with the whites. He does want and should have equal opportunity. To deny him this is not according to the democratic standards, and when he rises in the world there is no grudge held against him. Every true American rejoices in his achievements, and so long as this condition exists the free American Negro will not want for aid from his white friends.

But touching on the subject with that class of whites that are a menace not only to society but to the development of defense. As stated above, there is a communistic trend found among defense workers; they are being led by as blatantly host of racketeers and cutthroats that ever inhabited the globe. These enemies of the country are white-skinned—some of them are foreign to American ways, while others are blessed with American parentage. This class of American citizenship is not worth the gunpowder that would be wasted to blow them off the face of earth. They are not only retarding the defense program, but they are deliberately sabotaging the workers of America.

Afro-American
Baltimore, Maryland

Age Has Compensations

APR 12 1941

Most of the draft rejections for defective teeth eyes, ears, mental and nervous diseases are in the age group 18 to 25, rather than 26 to 35.

From the first 100,000 men examined, 19,000 have been rejected. Of this number, 10,000 were the young fellows, 18 to 25; 5,400 were 26 to 30 years old, and only 3,400 were 31 to 35 years of age.

Theoretically, it might be expected that the younger men would have the best hearts, the healthiest feet, least venereal disease, and soundest lungs—but this isn't true.

APR 12 1941

The older men had even a smaller percentage of rejections for underweight and overweight.

The golden age of health today, if the draft boards are telling the truth, is from 26 to 35, and who among us ever suspected that?

Amsterdam News
New York, N. Y.

STUDENTS MAY BE DEFERRED

MAY 3 - 1941

Recommend to Local Boards Shelving Of Eligibles

WASHINGTON, D. C.—A dangerous shortage of manpower in certain fields of engineering and chemistry has resulted in a recommendation to the Nation's local draft boards to defer thousands of students, the National Selective Service headquarters announced late last week.

The draft boards are urged to give most serious attention to deferring individual students so long as they continue to be in preparation or training as "necessary men" in activities to national defense.

Occupations in which investigation by the Bureau of Labor Statistics revealed the manpower to be at a "dangerously low level" include: chemistry, civil, electrical, chemical, mining, and mechanical engineering.

MAY 3 - 1941

Among other occupations listed by Brig. Gen. L. B. Hershey, deputy director of the Selective Service System, as not yet studied by the bureau but generally considered by authorities to be faced with a shortage are:

Dentistry, pharmacy, physics, medicine, biology, bacteriology, geophysics, agricultural and sanitary engineering.

Students are urged not to interrupt their training unless imperatively necessary. Those training in fields directly related to national defense are advised to request deferment; others are urged to volunteer for military service or to ask temporary deferment so that their period of military training will not break into the college year.

Pittsburgh Courier
Pittsburgh, Pa.

RECREATION FOR OUR SOLDIERS

APR 12 1941

A problem of growing seriousness which will have to be met by our people is that of clean recreation for Negro soldiers.

With each week more and more young Negroes are called to military service, and the camps to which they go are in almost every instance near communities which have few wholesome recreational facilities for whites and even less for Negroes.

No white community is doing much of anything for the clean amusement of these young men, and no colored community seems to be doing anything at all.

And yet this is definitely a community responsibility for white and colored people.

As usual, the decent elements have lagged behind the alert underworld, and adjacent to every camp one finds the cohorts of vice and debauchery at hand and plying their various crafts.

APR 12 1941

What these soldiers need is not the recreation of gambling, liquor and vice dens, but the wholesome association of respectable folk in clean and elevating surroundings.

These men are not tramps but our sons, brothers, nephews and husbands, called to the service of their country, and they merit the same consideration and hospitality we would extend them if they came to visit our communities in normal times.

There are several things come to mind which colored communities might well attempt.

A corporation should be formed, in colored communities adjacent to large bodies of Negro troops, to build and maintain dance pavilions, skating rinks, beach resorts and other enterprises of a wholesome recreational nature, properly supervised.

APR 12 1941

An association of socially-prominent colored women should be organized in each such community to promote wholesome recreational activities, utilizing existing social clubs and church groups for that purpose.

The colored ministerial associations might well set aside special Sundays for specific companies, troops, batteries and other numbered and lettered units when they could be guests of the several nearby churches.

These various agencies should sincerely promote wholesome association between these young men and the several communities, and see that they are neither shunned nor victimized.

This problem should be attacked NOW before some serious incident, similar to the unfortunate Houston affair of 1917, sets race relations back twenty years.

There is a final step that ought to be taken by responsible Negro leaders everywhere, and that is to confer with the Mayors or City Managers of their cities, with the City Councils and especially with the Chiefs of Police about proper methods of handling these colored youths in uniform.

APR 12 1941

There must be no undue or annoying police supervision or interference with Negro soldiers.

There must be no UNIFORMED officers at social affairs such as dances and picnics, and where this is necessary, those officers should be Negro officers. If none exist now, their appointment should be urged.

There must be no police winking at the presence of vice lords, settling their minions and serfs in Negro residential districts for the vicious entertainment of white men, and thus courting trouble between colored and white soldiers and civilians.

If efforts of this kind are sincerely, intelligently and vigorously made, we shall all be the happier, cordial race relations will be guaranteed, and American civilization will be considerably advanced.

Too much time has already been lost.

Prompt action is IMPERATIVE.

The Plaindealer
Kansas City, Kan.

"Rochester" Tells The World About Plight Of Negro In Our National Defense In CBS Broadcast

APR 11 1941

LOS ANGELES. — Announcer: Ladies and Gentlemen—we bring you a voice you hear each and every Sunday night—a man who gets in and out of more jams than any other man alive.

Rochester: Hello, Mr. Benny, this is Rochester. Sorry I'm a little late, Boss, but they asked me to come over here to make a speech on the National Urban League's National Defense Program, coming over on a national hook-up, in the interest of the national "us's", so I wrote myself a speech and want you to hear it before I go on the air. Are you listenin' Okay.

APR 11 1941

First the announcer says—Ladies and Gentlemen, Rochester Vann Jones—Then he says—I understand, Rochester, that you have been interested for some time in seeing that the Negro has a chance to do his bit for the National Defense Program. Then he says—Would you mind giving the listeners some of your viewpoints? Now here's where I come in. Why, certainly, Mr. Jury. Now this is the point I want you to hear, Boss. It seems to me that Mr. and Mrs. America have been so busy in this great program of national defense that they sorta overlooked one of their children. One who has always been a great fighter—loyal, conscientious and willing to do his bit at all times. It seems that this child is having a little trouble convincing the principals and teachers of this great defense program that he should be there, too, and that he could come through with flying colors if only given a chance to. Are you still listening, Boss. He knows that he is a Negro and is glad to be. But first of all he is an American. If one comes along that can't make the grade, then cast him aside and he'll only study twice as hard and make it the next time up, but if he can make it, let him in and you can bet your bottom dollar he'll be ready to give the last drop of blood to build up this country that he loves and he will never turn a finger to tear it down.

How is it so far, Boss?

APR 11 1941

They have scientists, inventors, philosophers, machinists, mechanics—and that's something like at the house, eh, Mr. Benny? In fact, they have almost every other skill that is known to man. Of course, there might not be so many of them, but as I said before, he has a hard job to convince the principals and teachers that he should be in there, too. I realize the whole thing is just an oversight and I know that Mr. and Mrs. America have been so busy that they kinda overlooked the one son that they can put up against the wheel and rest assured that nobody can tell him anything else but push. So, Mr. and Mrs. America, give this child of yours a chance to make you just as proud of him today as you've always been in the past. I thank you.

APR 11 1941

How's that Boss? Gee, thanks! Well, so long. I'll be right over.

Washington Tribune
Washington, D. C.

James C. Evans Gets OPM Post in Weaver's Office

APR 19 1941

James C. Evans, director of trade and technical education, West Virginia State College, was named vocational training assistant in the Race Relations Section, Office of Production Management, Sidney Hillman, associate director, OPM, announced, this week.

Mr. Evans, co-ordinator of national defense training for Negroes in West Virginia, has assumed his duties in the office of Dr. Robert C. Weaver, who heads the newly created section which is concerned with the integration of Negroes into the training and industrial phases of the national defense program.

APR 19 1941

Negro Labor Important

In announcing the appointment, Mr. Hillman said:

"The Office of Production Management is deeply cognizant of the importance and necessity of training the vast resvoir of Negro labor for integration into skilled and semi-skilled positions in our national defense effort. In a recent letter to all defense contractors, I pointed out that available Negro workers must be given training and employment in capacities commensurate with their individual skills and aptitudes.

APR 19 1941

"Because of his 12 years experience as director of trade and technical education at West Virginia State College and the valuable experience gained in coordinating defense training for Negroes in that State, Mr. Evans' services will be of great value to Dr. Weaver's office in expediting this valuable work for national defense.

"Mr. Evans will not only assist that office in increasing the number of Negro trainees now being prepared for defense employment, but, through cooperation with Federal, State and local educational authorities he will also assist in improving the quality of the training now being given to Negro enrollees in defense classes."

APR 19 1941

Mr. Evans, a graduate of Roger Williams University in Nashville, Tenn., also holds two degrees in electrical engineering from the Massachusetts Institute of Technology. He received a B. S. from M. I. T. in 1925, and a M. S. in electrical engineering in 1926.

In addition to his other duties at West Virginia State College, the new Vocational Training Assistant has served as Administrative Assistant to President John W. Davis since 1937.

47c-1941

Journal and Guide
Norfolk, Virginia

Colored Draftees' Health Below Par

MAR 2 2 1941

RICHMOND— Two rather alarming conditions in the health of the colored population of Richmond were revealed here this week. One was the report that 124 men registered for the draft have been rejected because of syphilis, and the other was an observation by medical authorities that the general physical condition of the colored men thus far examined for the draft is way below the normal.

The first condition was noted by the State Health Department and reported to Dr. B. B. Bagby, city health officer. This memoranda states that although only about 30 colored men have been accepted for the army, 124 have been rejected because of syphilis.

Medical officers whose duty it has been to examine these selectees have noted a general "run down" condition and physical weakness which are altogether too apparent. In fact, a general trend in this direction has been noted.

LOW ECONOMIC LEVEL

This latter condition can be the result of two factors, it was pointed out. The first condition, and one of prime importance, is the low economic level that these men have been forced to live upon because of low wages. They are forced to purchase the cheapest and the least amount of food. This condition also accompanies the fact that they are doing the most laborious work with bodies constantly below the average physical normal.

MAR 2 2 1941

The second factor, they said, was the inclination to spend more money in the life phases other than food and rent, and this makes a further contraction in the meagre funds available for proper feeding and housing.

It was noted that while 124 cases of syphilis were found in the colore draftees, only 16 cases were found among a much larger number of whites examined. The interpretation of this discrepancy in racial ratios, competent authorities aver, can be clearly seen if the whole pictury of the history of syphilis in America is shown at once.

RACE ONCE IMMUNE

The picture would show that when syphilis was rapidly spreading throughout the American population in the later part of the last century, the colored people were almost immune. It was known almost exclusively as a disease of the white population.

As time went on, the whites began to develop a resistance to this dread disease, just about the time it began to enter the colored group to an appreciable extent. At this time the graph index of the progress of the disease will show a diminishing peak among the whites, as the rising peak in the colored race begins to attain its highest mark.

MAR 2 2 1941

The future, if this trend continues, will show the colored group developing a resistance to the disease and the graph will finally level off at about the same percentage for both groups in America, these authorities indicated.

COMMUNITY RESPONSIBILITY

In the meantime syphilis is doing a great harm to both groups in America, and as Dr. Bagby said in his report on the matter, "public health is the responsibility of the entire community and each person is directly affected by the health of his neighbor." This report should intensify the all-out effort for the control of syphilis, the department emphasized.

If these cases recently discovered here are left untreated, "many of these young men will become invalids from paralysis, heart trouble, insanity, blindness and many other common affections," the report concluded.

Black Dispatch
Oklahoma City, Okla.

Parents Of Illinois Draftees Want Negroes Included In Defense Health Program

Six National Organizations Combine and Offer Their Service and Experience

Building Would Cost $15,00,000

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MAR 2 2 1941

CHICACO.—(ANP)—There is a unanimity of opinion among Illinois parents of colored youths drafted for the "emergency" at Army cantonments, that Negro draftees as well as whites, should benefit by the health had welfare program sponsored by the Federal government in cooperation with State Defense Councils.

Last Saturday, addressing State Defense Council officials of the Mid-West holding a conference at the Hotel Stevens here, Charles P. Taft, assistant coordinator of Health, Welfare and Related Defense Activities (Federal), declared there is a pressing need for the erection by Federal Government of 350 community buildings.

Mr. Taft explained that the passage of H. R. 3570 by Congress would provide "community facilities in these localities where there exists or impends such an acute shortage of such facilities as to impede national defense activities."

MAR 2 2 1941

The Assistant Coordinator announced that six national organizations, namely, the Young Men's Christian Association, the Young Women's Christian Association, the Salvation Army, the Jewish Welfare Board, the Travelers' Aid Society, and the National Catholic Community Service, have formed the "United Service Organizations for National Defense, Inc.," thru which they have offered their full facilities of personnel and experience, and that a tentative agreement had been reached with the cooperation for the operation of these buildings provided Congress approves the appropriation. The Assistant Coordinator reported the estimated cost of these buildings is $15,000,000.

Mr. Taft reviewed conditions such as the lack of education facilities for children of soldiers outside of Army cantonments, the need for adequate sewage disposal service, paved streets and community centers, which he said made the request for funds urgent. He explained:

"The boys in uniform in the evening and week-ends in the normal course of events go to town. At first, even where army bases and naval stations have been in the viciniity, the community is not ready tor eceive them. Ordinary washroom facilities are lacking. There is no place but streets to loaf, and I am sorry to report there is a good deal of profiteering in the smaller places. Obviously there are even less desirable commercialized inguences. There is not at first any place for the boy's family and friends to meet him, or even to find out simple information about rooms, places to eat, etc.

MAR 2 2 1941

"It takes a really organized campaign to secure for the boys home hospitality and the normal social contacts with decent girls that are called for in the spring."

Savannah Ga. News
March 13, 1941

The colored boys of the South are showing their loyalty to Uncle Sam. A dispatch from Shreveport, La., says the quota there for draft board No. 1 was 25. Twenty-six negro selectees appeared—all eager to join the army. A nickel was tossed to decide the last recruit. The one who yelled "tails" got the preference. The other won—the coin. One of the negroes who was rejected previously for an excess of avoirdupois presented himself later—31 pounds thinner.

Arlington, Ga., Courier
April 3, 1941

CALHOUN COUNTY HAS TWO CENTERS SET UP FOR THE DEFENSE PROGRAM

The Arlington Colored Vocational School has some fifaeen or eighteen colored students enrolled for training in auto mechanics, with Mr. E. M. Black, of Arlington, as instructor. Mr. Black is well qualified for this work and is giving much of his time to the training of out-of-school rural boys.

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The Morgan White Vocational Center is now in operation. Mr. Earnest Chambers, of Leary, and Mr. William Jennings, of Morgan, are teaching these courses. They are experts in this line of work and this school promises to be one of the best centers in our section. Courses are given in the operation, care, and repair of tractors, trucks, and automobiles.

Many of these school shops which have been designed to teach boys how to make and repair things for farm use, are being converted into shops that will train young men to do other work now needed in the preparedness program. This will make it possible to prepare out-of-school rural youth so that they will be better equipped to serve the nation and at the same time make them more efficient as farmers.

Daily World
Atlanta, Georgia

The Bugle Sounds

National Defense

By E. EVERETT MOORE

MAR 28 1941

THE BUGLE HAS SOUNDED. It has reverberated to every city, to every town, to every village and hamlet throughout the nation—East and West, South and North. There are few who have not heard the call rallying America to re-arm, for the inevitable. War on the plutocratic dictatorially controlled nations.

For a long time America (the United States) attempted to stay her hands out of European affairs hoping that those nations involved would iron out their differences. This has been far from true. The dictator nations with a taste of victory in Europe feel the right to shape the destiny not of Europe, but the world. America knows now that she must strike now, not with man power (at present) but with a policy which cannot misconstrue her purpose to guard and protect that which is hers and that which belongs to Democracy. America's position as the "Arsenal of Democracy" is challenged from within as from without.

The dictator nations have planted their spies, saboteurs, hell raisers throughout the American labor structure. This group realizes full that America must set her industrial wheels in full motion to make good the President's assertion—that we shall be the arsenal of democracy, tanks, guns, shells, ships, in fact everything needed for war must be made for England, as well as for the United States. These supplies must be made in haste.

Knowing these undeniable facts, the foreign agents are attempting to stop production. They are agitators, behind the countless industrial plant strikes. They know with production stopped, America's hands will be tied and they (the dictators) will be free to continue their grim mission of hell and destruction to all democracy.

At such a stage in American history, the need for the most stringent laws ever enacted are keenly felt. When the fate of a nation is at stake, there can be no time for appeasement to any left sided group. It is the moment to STRIKE down and strike hard AT ALL LABOR EVILS. American democracy must survive AT ALL COST.

MAR 28 1941

These are the sentiments of this publication. We are intent on destroying any element in the Colored race which would retard progress on the nation's defense program. We are an industrious cooperative people and stand ready to work for the cause of democracy. We stand pledged to do our part wherever we are assigned. In 1917 our story was told on the battlefields of Europe.

There were no slakers and there will be none today. Wherever duty calls, in the pursuit of agriculture, manufacturing or on the firing line, the colored American is ready to make any sacrifice for a cause. The American cause, domestic or foreign. The colored American offers a full measure of devotion and is not annointed with any "ism" contrary to 'American ism."

--Shreveport (La.) World

Journal and Guide
Norfolk, Virginia

Negroes and Our Defenses—III

MAR 29 1941

From Richmond Times-Dispatch

ANNOUNCEMENT from Hampton Institute that the American Federation of Labor has agreed to grant a charter to the first Negro local in Virginia of the Carpenters and Joiners' Union, is excellent news, and points the way toward a solution of the problem of discriminations against skilled Negro workers on defense projects. The organized Negroes of the Peninsula who have brought about this result will seek to form similar unions of plasterers, painters and other building trades groups.

The Times-Dispatch has been delaying further comment on the discriminations practiced on defense projects in Virginia against skilled Negroes, until the completion of the State Defense Council's survey of the situation. It happens that Chairman Douglas S. Freeman's statement on the subject, published elsewhere in today's paper, coincides with the announcement that a Negro carpenters' union is soon to be formed in Virgin

MAR 29 1941

Dr. Freeman states that the council's survey indicates an unsatisfactory situation, and that whereas "work seems to have been given skilled and qualified Negro Mechanics" at Radford, the Negroes have had to be satisfied with common labor or semiskilled work on most other defense projects in the State. He adds, of course, that this is not a fair or equitable arrangement.

MAR 29 1941

Now that the American Federation of Labor has agreed to the formation of a carpenters' union by the Negroes, with a nucleus of 45 members from the lower Peninsula, the problem seems to be well on the way toward a proper solution. The A. F. of L. is to be congratulated on reaching this decision, for while it may not be possible to demonstrate at this stage that the defense program has been seriously handicapped to let Negro carpenters and other skilled tradesmen work on some defense jobs, when the defense program swings into high gear, the country will require the services of every available skilled man, whether white or black. That is not only in the best interest of America, but the only fair and decent solution of the problem, for in the words of Judge Edmund A. Parry, "the test of the civilization is the degree to which it protects those who are unable to protect themselves."

Winston Salem N. C., Sentinel
March 26, 1941

Negroes Being Inducted At Growing Pace

Induction of Negroes into the army at a much more rapid rate and formation of new Negro units throughout the United States, were seen today as the calls for Negroes increased.

Twenty Negro volunteers leave Winston-Salem early Thursday morning for Fort Bragg, following ceremonies held in the city hall council chamber at 2:30 p.m. today.

Meanwhile calls for 79 additional registrants during April had been received by the draft boards today as the selective service program moved with increasing speed.

Last week, the areas received calls for 88 men to be inducted April 3 and April 10 and this call for men to be furnished between April 21 and April 30 doubles the April quota.

The entire total for the month will be 167 men.

Twenty white men and 57 Negroes are included in the calls received yesterday, indicating that new Negro units are being formed and that Forsyth's Negro volunteers will not have to wait as long as heretofore.

Forsyth has had several hundred Negro volunteers waiting and anxious to leave for military training camps, while white volunteers have all been exhausted long ago and men are being conscripted at a rapid rate.

Few calls for Negroes were received during the early days of the draft, but requests for Negro units from various parts of the country and the large number of Negroes wanting to volunteer evidently caused plans for more Negro training.

Athens, Ga., Banner-Herald
April 6, 1941

THE NEGRO AND HIS PART IN WAR

There has been considerable discussion over the fact that the negro in proportion to his population has not been given uniform recognition along with those of other races in the war effort. There appears many reasons for this discrimination, (if it is really a discrimination) that has caused the white man to advance in all war preperations over that of the negro. Much depends on the qualification of the races and when the colored man does not measure up to the standard of service, naturally, he is not recognized with appointments or promotions after he has entered the service.

At no time has he been discriminated against on account of his color, but there are a group of southerners, who are backing a movement to give the negro equal recognition as that of the white man. These men assuming the position that the negro should not be discriminated against because of his race. It is true, the negro should be given every advantage to qualify himself for service so that he will be prepared to meet the duties required of him as a citizen and as a protector of his country.

The New York Times, says: "That one American in every ten is a negro, and that the negro has not been allowed to contribute to the defense effort, either in the armed or in private positions, in proportion to his numbers and his ability."

Continuing its remarks, the Times says: "This ideal obviously hasn't as yet been realized. The negro hasn't been allowed to contribute to the defense effort, either in the armed services or in private positions, in proportion to his numbers and his abilities. There have been, and are, many obstacles in the form of ingrained habits, attitudes, and prejudices to keep him out. These obstacles will not vanish overnight. The league can only report that they have been in smart part diminished, and that we are nearer to democracy in this respect than we were when the league was organized thirty years ago."

47c-1941

Pittsburgh Courier
Pittsburgh, Pa.

AN IMPERATIVE NEED

During World War I, yeoman service was rendered by the War Camps Community Service in improving mora conditions in and around towns adjacent to military camps.

It is evident from reports coming from areas where large bodies of soldiers are stationed that there is an imperative need for a similar service in this emergency.

According to reports rendered by investigators, "racketeers have looked over every town in the vicinity of the camps, and begun operations in many of them" while "prostitution rings have already rented farmhouses" for immoral purposes.

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What is of particular interest to Negroes is that "Southern States are faced with the most serious condition" because "Mushroom settlements of job hunters, prostitutes and others have been allowed to spring up without even the most elementary sanitary and medical facilities, and provide fertile ground for influenza, typhoid and venereal diseases," according to the American Public Health Association.

The large concentrations of men adjacent to Southern towns and villages, especially in the so-called Black Belt counties, are a menace to Negro womanhood unless there is immediately organized some counteracting force.

There is as yet no agency similar to the War Camps Community Service, but there are churches and women's clubs aplenty, and there is already much work for them to do to throw a protecting arm about our young girls.

Responsible Negro groups should vigorously protest against the location of saloons, dives and dens in the Negro sections for obvious reasons.

The decent white people of the South will wholeheartedly support such a stand on the part of Negroes.

Journal and Guide
Norfolk, Virginia

Name Race Man to Michigan National Defense Board

DETROIT, Mich.—As one of the final acts of his administration, Governor L. D. Dickinson appointed the well-known civil engineer Cornelius L. Henderson, to be a member of the Michigan National Defense Commission.

This commission has been established to study and find solutions for such problems as develops within the State, during the preparation of our nation for national defense, and will include within the scope of its study such problems as housing, health, social service, transportation, communication, education, economic trends, subversive activities and military programs.

Former Governor Wilbur M. Brucker is administrator for national defense in Michigan and it is under his direction that the commission will function.

Mr. Henderson is especially well qualified to fill such a position as he is not only a registered civil engineer and architect with many years experience as a bridge and structural steel designer for the Canadian Bridge Company, but he has also been an active leader in the civic, religious, fraternal and social life of his race in Michigan an dthroughout the country.

CIVIC LEADER

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He was one of the organizers of the Detroit Civic Rights Committee and has taken a leading part in its struggle for better economics conditions for his people in that city. He is a member of the Michigan Engineering Society of Detroit, and a past-president of the National Technical Association.

He is also well-known as a member of the board of management of the St. Antione Branch YMCA, as church treasurer and chairman of the trustee board of St. Johns Presbyterian Church, and for his work with the Phyllis Wheatley Home, the Detroit Memorial Park Cemetery Association and other local organizations.

Telegraph
Macon, Georgia

Negro Draftees Leave Today

JAN 20 1941

With a Bible in hand and fried chicken under the belt Bibb county's Negro draftees will be sent to the Army today after farewell ceremonies.

The 15 selectees will hear addresses by prominent Macon Negroes, leaders in churches, professional and business circles at the Macon auditorium at 10 a.m.

Ballard school band will lead the march of the draftees on Cherry street. Next event is a chicken dinner at Steward Chapel on Cotton avenue. Afterwards they will board a Central of Georgia train for Fort Benning. The train will leave shortly before 1 p.m.

Journal and Guide
Norfolk, Virginia

Draft Board Chairman Under Fire

JAN 1 1 1941

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Removal Urged After Alleged Slur of Race

NEW YORK — Removal of a white local draft board chairman in Jamaica, N. Y., for making "vicious and slanderous" statements against Negroes in connection with the appeal of a case involving a Negro draftee who sought deferment was asked last week of Governor Herbert Lehman by the National Association for the Advancement of Colored People.

The draft official, Edward Warnke, chairman of local broad No. 261, in Jamaica, is charged with having sent a memorandum including the following statements to the appeals board in connection with the case of Leon Melvin, who sought deferment on the ground that he had dependents:

FORMED OWN CONCLUSION

"This particular case is common in our particular board. We have a large colored population and there seems to be no regard for moral or financial responsibility and some get tired of one woman and then decide they can live with some one else. . . .

"It is the consensus of opinion in this board that this type of registrant know very little about the truth. It is our opinion that a year's military training will do a great deal to straighten this gentleman out."

In a letter to the Governor, which pointed out that Warnke has shown himself to be unfit to serve on a draft board, the association said:

"We respectfully sug[illegible] that any person holding such views and who so gratuitously would slander an entire race is unfit for service in the drafting of men who may go forth to die for democracy."

URGE REMOVAL

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"We therefore respectfully urge that Mr. Warnke be removed as chairman of local board No. 261 and from any other position in connection with the selective service. This should be done not only to remove a man who holds and expresses such vicious sentiments but also as an object lesson to others who may be inclined to slander any racial or religious minority or any part of our national population."

A previous complaint against Warnke, on the same grounds, had been launched with Col. Arthur V. McDermott, by Dr. John A. Singleton, president of the Jamaica branch of the association, when the association wrote to the Governor.

Constitution
Atlanta, Georgia

Fulton, DeKalb Boards Ready For Third Call

JAN 28 1941

184 White Men, 59 Negroes To Be Drafted in March for Training.

Draft boards in Fulton and DeKalb counties will select 184 white registrants and 59 Negroes next month for one year of military training.

This, the third call in this section, will bring the number of trainees from the metropolitan area to 678, including volunteers. This figure is almost one-third of the year's quota.

Many of the local boards, especially in Fulton county, have exhausted their reserves of white volunteers but still have large numbers of Negro registrants anxious to serve.

The white registrants will report to Fort McPherson between February 17 and February 21. The Negroes will be inducted at Fort Benning between February 20 and February 25.

The quotas are part of a statewide call for 972 white men and 360 Negroes to be drafted between February 17 and March 11.

The list of the boards follows, showing the number of registrants in the February call and the number of men already inducted.

Board.	In February Call. White.	In February Call. Negro.	Already Inducted. White.	Already Inducted. Negro.
1	12	7	30	7
2	14	2	20	5
3	3	8	19	5
4	7	4	17	4
5	10	5	20	6
6	10	3	18	5
7	5	6	18	4
DeKalb 1	15	12	21	5
DeKalb 2	12	11	19	5
DeKalb 3	11	6	17	4

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Journal and Guide
Norfolk, Virginia

20 Soldier-Students Take National Defense Courses

LANGLEY FIELD, Va.—Nineteen young Negro soldiers of the recently-activated Company A, 31st Quartermaster Regiment (truck) which, among other duties, furnishes a general passenger and baggage transport service for Langley Field, have enrolled as students in the national defense training courses of Hampton Institute.

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Capt. William R. Johnson, QMC, of Hampton, who has been in command of the company since it was formed here August 21, 1940, reported to Air Base Headquarters, the names of the soldier-students, who constitute about 20 per cent of his command. This, the captain said, is an unusually large response for this type of education.

The unit, which is centrally housed near the Air Base Postoffice and across Dodd Boulevard from Air Base headquarters, is made up largely of recruits averaging 20 years of age. They came from nearly every state in the army's Third Corps Area. Captain Johnson said the current strength exceeds 90. The founding cadre of 15 Negro men came here from Fort Bragg, N. C. First Lieut. Elmer L. Dixon, QMC, is second in command.

ENROLLEES

The student enrollment list, with courses elected, follows:

Auto Mechanics—Privates Robert Moore and Lee Hull, both of Washington, Pa.; Edward Simmons and Clarence Sayles, both of McKeesport, Pa.; John Scott and William Davis, Richmond, Va.

Carpentry — Privates Crawford Gale, Salisbury, Md.; Taylor Wilson, Baltimore, Md.

Welding — Privates William Steward, Philadelphia, Pa.; William Gumby, Carlisle, Pa.; Ross Nicholas and William West, McKeesport, Pa.; Joseph Johnson Richmond, Va. and William Green Chatham, N. Y.

Drafting—Privates William Fitzgerald and Joseph Johnson Richmond, Va.

Air Brush Painting — Private David Lowell, Washington, Pa.

Electrical Welding — Private Herman Liggons, Harrisburg, Pa.

Plumbing—Private Azariah Herbert, Fredericksburg, Md.

Electrical Maintenance—Private Cornelius Smith, Erie, Pa.

Kansas City Call
Kansas City, Mo.

WILL INDUCT 202 CAROLINA NEGROES JANUARY 21-28

FORT JACKSON, N. C.—(ANP)—The 202 South Carolina Negroes to be called for military duties next month under the selective service act will be inducted at Fort Jackson January 27 and 28.

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The selections will be inducted in a group of 101 January 27, and the same number the following day. After their induction at Jackson the draftees will go to the army reception center at Fort Bragg, N. C., and will be divided between Bragg and Jackson for permanent station.

Pittsburgh Courier
Pittsburgh, Pa.

No. 1 Draftee, Impatient; Enlists

TUSKEGEE, Jan. 2. (ANP)—James Green, the first Negro on the Macon county draft list, but not subject to call for an indefinite period, became impatient and urged his immediate induction into the service of the United States Army. He was accepted and left Tuskegee Institute Wednesday for Pensacola, Fla., where it is understood he will do his preliminary training.

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Chicago Defender
Chicago, Illinois

CONSCIENTIOUS OBJECTORS

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The United States was given its first case of conscientious objection on ground of racial discrimination when Ernest Calloway, educational director for the United Transport Workers of America, told the Illinois Selective Service office last week, that he would not respond to Uncle Sam's call to arms if he has to serve in a Jim-Crow army.

It should be borne in mind that Mr. Calloway is not objecting to military service as such. What he objects to is serving in an army that segregates him and his fellow black conscripts as though they were lepers.

Surely if the black man is good enough to shoulder a gun in defense of this country, and for the preservation of our social institutions and political ideals, he is good enough to march side by side with his white brethren and fight on the same front and in the same military unit.

This inexcusable Jim-Crowism is the more revolting when one realizes that it is practiced only against American Negroes. There are no separate units in the U. S. army for American Chinese, Filipinos, Hungarians, Poles, Swedes, Italians, etc. These men are inducted into military service on equality with native white Americans.

In his letter to the draft officials, Mr. Calloway expresses the feeling of a substantial number of Negroes when he says:

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"I cannot accept the responsibility of taking the oath upon induction into military service under the present anti-democratic structure of the U. S. army, and ask to be exempted from military training until such time that my contribution and participation in the defense of my country can be made on a basis of complete equality."

This view is shared by many of the Race who are perhaps too timid to register their sentiments with similar vigor and effectiveness. Silent or expressed, it is nevertheless a prevailing attitude which may in time plague the U. S. armed forces.

The secretary of the Conscientious Objectors Against Jim-Crow, Mr. St. Clair Drake, made it known that his organization has already issued a call to Negro draftees in the Chicago area to join the fight for democratization of the nation's armed forces. This testifies to a growing resentment against discriminatory policy of the army. It is regrettable that such a situation could not have been ironed out in time of peace. But America has been warned time and again that the American black man will not suffer in silence the humiliation of 1917, and that the "hat-in-hand" Negro is today rare.

This is the first time in the history of the United States that black men are placing their names on the list of conscientious objectors on ground of racial discrimination. These men are not opposed to war, nor do they object to serving in defense of this republic. They are opposed to unwarranted, unpalatable discrimination. If this be construed as disaffection, the responsibility must be placed upon Washington officials who have allowed the U. S. army to perpetuate an undemocratic tradition. We repeat, the Negro wants to do his share in the defense of America, but he wants to do it on terms that respect and guarantee his democratic rights. He will accept more, certainly not less, of the fruits of democracy.

Sylvester, Ga., Local
February 6, 1941

ARMY TO CALL NEGRO DOCTORS AND NURSE

About 110 Negro medical officers and nurses are to be called to active Army service within the next 6 days.

Announcing this, the War Department said eight doctors and two dentists would be asigned to the 366th Infantry, Fort Devens, Mass. 17 doctors, two dentists, 28 nurses and three medical officers would be allotted to the Station Hospital staff Fort Bragg, N. C.; and 17 doctors two dentists, 28 nurses and three medical officers to the Fort Livingston, La., Station Hospital staff.

The War Department said it was anticipated that the three Negro National Guard Regiments would require a small number of doctors and dentists to bring their medical staffs to full strength, and also that a number of Negro medical officers and nurses would be authorized soon for other regiments and station hospital where there are Negro troops. It is not planned to use Negro professionals in the large general Army hospitals but Negro patients will be accomodated.